RAILROAD

MAGAZINE | FEBRUARY 50c

1956

"HERE COMES THE PAY CAR!"

Eighty Years of Gold and Silver, Engine Smoke, and Six-Guns

If it weren't for brand names

You'd have to be a jeweler to pick a good watch

In your jeweler's showcase stand row on row of beautiful watches.

As a customer, it's your job to get the most watch for your money.

How can you know you are right? On an important purchase like this, what gives you the courage to point at one and say, "I'll take this"? In fact—how can you be sure about anything you buy?

Isn't it because you follow the first rule of safe and sound buying:

A good brand
is your best guarantee

No matter what kind of a product you want to buy, you know you can bank on a good brand. You know the company stands back of it because its reputation is at stake. You know, in short, that you are *right*.

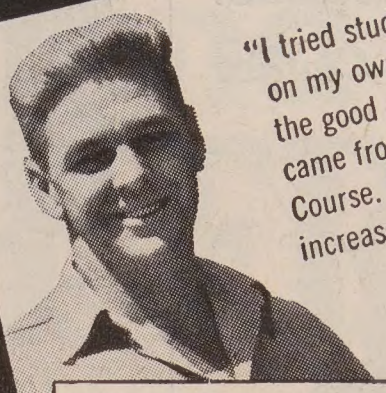
To become an even better buyer, get to know more good brands. The pages of this magazine are a good guide. Let them help you cut down on your buying mistakes, get more for your shopping money.

BRAND NAMES FOUNDATION
Incorporated
A Non-Profit Educational Foundation
437 Fifth Avenue, New York 16, N. Y.

A GOOD BRAND IS YOUR BEST GUARANTEE

ARE YOU TOO OLD TO LEARN?

not at all, scientists say



"I tried studying my work on my own, but I never got the good out of it that came from my I. C. S. Course. My salary has been increased 73.3%!"

E.L.B.
Ohio

"I am president of a small corporation. A year ago I enrolled with I. C. S. as the most practical means available to me to learn what I needed."

W.J.A.
Michigan

"It's been so long since I went to school, I've forgotten much. But now that I'm taking an I. C. S. Course, I have confidence in my ability again."

H.A.R.
New Jersey

New tests show that: your ability to think increases with age; your powers of deduction are greater; your judgment is better.

In the I. C. S. files are thousands of cases of men and women of every age. Their successes, their promotions, their raises prove that men and women past school age can learn!

I. C. S. GIVES YOU EXPERT GUIDANCE FREE! Do you have the feeling you're "stuck" in your job? Your trained I. C. S. counselor will appraise your abilities, help you plan for the future.

IT'S NEVER TOO LATE TO GET STARTED! You study with I. C. S. at home, in your spare time. There's no interference with business or social activity. Famous I. C. S. texts make learning easy. Don't delay. Pick your field from the coupon below. And mail it today!

3 FREE BOOKS

36-page, pocket-size guide to advancement, a gold mine of tips on "How to Succeed." Big catalog outlining opportunities in your field of interest. Also sample lesson (Mathematics).

For Real Job Security—Get an I. C. S. Diploma!

I. C. S., Scranton 9, Penna. Member, National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS

BOX 99098M, SCRANTON 9, PENNA. (Partial list of 277 courses)

Without cost or obligation, send me "HOW to SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Air Conditioning—Refrig.
- ☐ Architecture
- ☐ Architectural Interior
- ☐ Building Contractor
- ☐ Building Maintenance
- ☐ Carpenter and Mill Work
- ☐ Estimating
- ☐ Heating
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints

ART
- ☐ Cartooning
- ☐ Commercial Art
- ☐ Fashion Illustrating
- ☐ Magazine Illustrating
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

AUTOMOTIVE
- ☐ Auto Body Rebuilding
- ☐ Auto Elec. Technician
- ☐ Auto-Engine Tune Up
- ☐ Automobile

AVIATION
- ☐ Aeronautical Engineering Jr.
- ☐ Aircraft & Engine Mechanic

BUSINESS
- ☐ Advertising
- ☐ Bookkeeping and Accounting
- ☐ Business Administration
- ☐ Business Correspondence
- ☐ Public Accounting
- ☐ Creative Salesmanship
- ☐ Federal Tax
- ☐ Letter-writing Improvement
- ☐ Office Management
- ☐ Professional Secretary
- ☐ Retail Business Management
- ☐ Sales Management
- ☐ Stenographic-Secretarial
- ☐ Traffic Management

CHEMISTRY
- ☐ Analytical Chemistry
- ☐ Chemical Engineering
- ☐ Chem. Lab. Technician
- ☐ General Chemistry
- ☐ Natural Gas Prod. & Trans.
- ☐ Petroleum Engineering
- ☐ Plastics
- ☐ Pulp and Paper Making

CIVIL, STRUCTURAL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Engineering
- ☐ Highway Engineering
- ☐ Reading Struct. Blueprints
- ☐ Sanitary Engineering
- ☐ Structural Engineering
- ☐ Surveying and Mapping

DRAFTING
- ☐ Aircraft Drafting
- ☐ Architectural Drafting
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Mine Surveying and Mapping
- ☐ Plumbing Drawing and Estimating
- ☐ Structural Drafting

ELECTRICAL
- ☐ Electrical Engineering
- ☐ Electrical Maintenance
- ☐ Electrician ☐ Contracting
- ☐ Lineman

HIGH SCHOOL
- ☐ Commercial ☐ Good English
- ☐ High School Subjects
- ☐ Mathematics

LEADERSHIP
- ☐ Foremanship
- ☐ Industrial Supervision
- ☐ Leadership and Organization
- ☐ Personnel-Labor Relations

MECHANICAL AND SHOP
- ☐ Gas—Electric Welding
- ☐ Heat Treatment ☐ Metallurgy
- ☐ Industrial Engineering
- ☐ Industrial Instrumentation
- ☐ Industrial Supervision
- ☐ Internal Combustion Engines
- ☐ Machine Design-Drafting
- ☐ Machine Shop Inspection
- ☐ Machine Shop Practice
- ☐ Mechanical Engineering
- ☐ Quality Control
- ☐ Reading Shop Blueprints
- ☐ Refrigeration
- ☐ Sheet Metal Worker
- ☐ Tool Design ☐ Toolmaking

RADIO, TELEVISION
- ☐ Industrial Electronics
- ☐ Practical Radio TV Eng'r'ng
- ☐ Radio and TV Servicing
- ☐ Radio Operating
- ☐ Television Technician

RAILROAD
- ☐ Air Brakes ☐ Car Inspector
- ☐ Diesel Locomotive
- ☐ Locomotive Engineer
- ☐ Section Foreman

STEAM AND DIESEL POWER
- ☐ Combustion Engineering
- ☐ Diesel—Elec. ☐ Diesel Eng's
- ☐ Electric Light and Power
- ☐ Stationary Fireman
- ☐ Stationary Steam Engineering

TEXTILE
- ☐ Carding and Spinning
- ☐ Cotton, Rayon, Woolen Mfg.
- ☐ Finishing and Dyeing
- ☐ Loom Fixi'g ☐ Textile Des'ing
- ☐ Textile Eng'r'g ☐ Throwing
- ☐ Warping and Weaving

MISCELLANEOUS
- ☐ Domestic Refrigeration
- ☐ Marine Engineering
- ☐ Ocean Navigation
- ☐ Professional Engineering
- ☐ Short Story Writing
- ☐ Telephony

Name_____ Age_____ Home Address_____

City_____ Zone_____ State_____ Working Hours_____ A.M. to P.M._____

Occupation_____

Canadian residents send coupon to International Correspondence Schools, Canadian, Ltd., Montreal, Canada. . . . Special tuition rates to members of the U. S. Armed Forces.

Idea for Christmas:
trim-fitting Lee Clothes

Lee Chetopa Twill Matched Shirts and Pants in "tailored," Sanforized sizes, four fade-proof colors.

Lee Riders in Slims, Regulars, Huskies trimly fit any build. Fused double knees, sizes 4 to 12.

THE nicest gifts you can give—or receive—are those that can be enjoyed today and *every day!* That's why Lee Clothes are ideal for Christmas! Throughout the year, Lee Clothes are good looking, comfortable, long lasting. You just can't beat 'em! See your Lee dealer today. The H. D. Lee Co., Kansas City 8, Mo.

COPYRIGHT 1955

for work and play

Lee CLOTHES

RAILROAD MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

VOL. 67, NO. 1 FEBRUARY, 1956 50 CENTS

Freeman H. Hubbard, EDITOR

MANAGING EDITOR: *H. James Cook* ART DIRECTOR: *Bernard White*

INFORMATION BOOTH: *Barbara Kreimer* TRANSIT TOPICS: *Steve Maguire*

ILLUSTRATED FEATURES

Photos of the Month 12

"Here Comes the Pay Car!" ..... Freeman H. Hubbard 20

Dispatcher ..... Peter Josserand 30

Minnie Was a Lady ..... E. J. Quinby 46

Roster of New York Central Motive Power (Part II) 76

TRUE TALES

Link and Pin ..... Hugh E. Butler 50

Riding the Rods ..... Frank A. Hilker 54

Once in a Lifetime ..... William B. Springfield 68

FICTION

Last Run ..... William J. Parry 56

SHORT HAULS

Along the Iron Pike ..... Joe Easley 35

Railroad Rimes ..... 28, 58, and 61

Renumbering of New York Central Steam Locomotives 67

DEPARTMENTS

Mail Car 4

Information Booth 36

Transit Topics 62

Books of the Rails 72

Railroad Hobby Club 73

Flagstops 80

Front Cover: "Conquering Time and Terrain"
Painted for the Milwaukee Road by Ralph Frederick

HENRY STEEGER, *Publisher*

THOMAS HARRAGAN, *Associate Publisher* IRA MOSHIER, *Newsstand Sales Manager*

P. J. GLEASON, *Production Manager* JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES

Wilson & Stark, 40 East 50th St., New York, N. Y.

Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.

Houston & Walsh, 435 South La Cienega Blvd., Los Angeles, Calif.

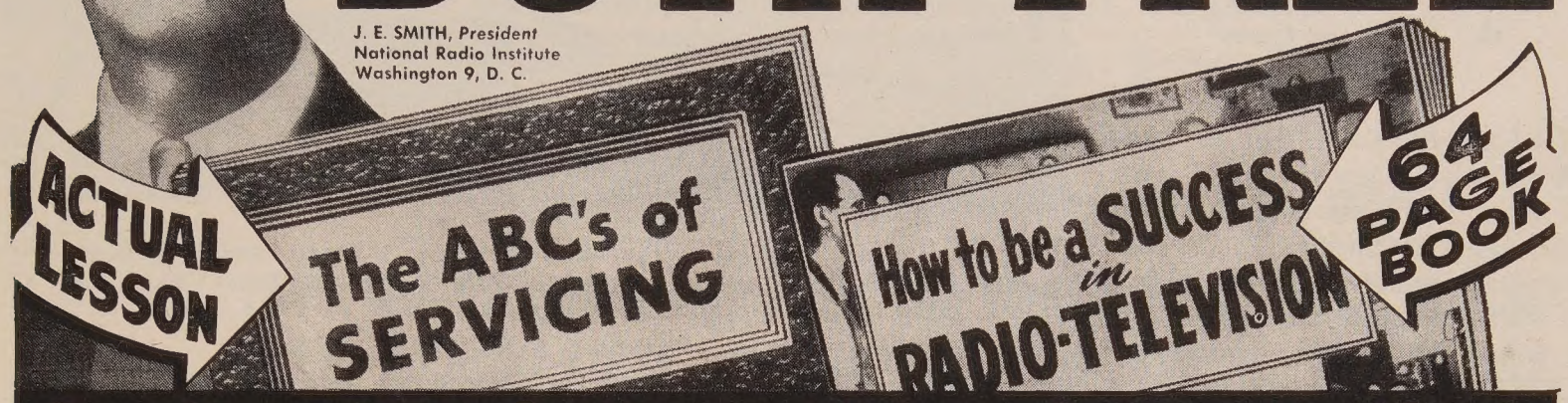
Change of Address: Postmaster—Please mail Form 3579 notices to Railroad Magazine, 205 E. 42nd Street, New York 17, N. Y. **Published bi-monthly by Popular Publications, Inc., at McCall Street, Dayton 1, Ohio. Editorial and executive offices, 205 East 42nd Street, New York 17, N. Y. Henry Steeger, President, John J. McVarish, Treasurer. Entered as second-class matter at Post Office in Dayton, Ohio.**

Copyright 1955, by Popular Publications, Inc., this issue is published simultaneously in Dominion of Canada. Copyright under International Copyright Convention and Pan-American Copyright Conventions. All rights reserved, including right of reproduction, in whole or part, in any form. Title registered in U. S. Patent Office.

Single copy, 50c. Subscription for U. S. A., its dependencies, and Canada, $5.00 for 12 issues. Other countries, $6.00. When submitting manuscripts, enclose stamped, self-addressed envelope for return, if found unacceptable. Publishers exercise care in handling unsolicited manuscripts, but assume no responsibility for return. Printed in U. S. A.

I Will Send You BOTH FREE

J. E. SMITH, *President*
National Radio Institute
Washington 9, D. C.



See How I Train You at Home in Spare Time for Good Pay Jobs in RADIO-TELEVISION

You Practice Broadcasting with Equipment I Send

As part of my Communications Course I send you kits of parts to build the low-power Broadcasting Transmitter shown at left. You use it to get practical experience putting this station "on the air," to perform procedures required of broadcasting station operators. An FCC Commercial Operator's license can be your ticket to a better job and a bright future. My course gives you the training you need to get your license. Mail coupon below. See in my book other valuable equipment you build and keep.

You Practice Servicing with Equipment I Send

Nothing takes the place of PRACTICAL EXPERIENCE. That's why NRI training is based on LEARNING BY DOING. You use kits of parts I furnish to build many circuits common to both Radio and Television. With my Servicing Course you build the modern receiver shown at right. You also build an Electronic Multitester which you can use to help fix sets while training at home. Many students make $10, $15 a week extra fixing neighbors' sets in spare time, starting soon after enrolling. I send you special booklets that show you how to fix sets. Mail coupon for 64-page book and actual Servicing Lesson, both FREE.

TRAINING plus OPPORTUNITY is the PERFECT combination. The sample lesson I send will prove to you that it is practical to keep your job while TRAINING right in your own home for better pay and a brighter future. My 64-page book should convince you that Radio-Television is truly today's field of OPPORTUNITY.

TELEVISION MAKING JOBS, PROSPERITY

Radio, even without Television, is bigger than ever. 115 million home and auto Radios create steady demand for service. 3000 Radio stations give interesting, good pay jobs to operators, technicians. NOW ADD TELEVISION. 25 million Television homes and the total growing rapidly. 200 Television stations on the air and hundreds more under construction. Color Television soon to be a reality. Government, Aviation, Police, Ship, Micro-wave Relay, Two-way Communications for buses, taxis, trucks, railroads are growing fields providing good jobs for men who know Radio-Television. All this adds up to good pay now, a bright future later for men who qualify.

START SOON TO MAKE $10, $15 A WEEK EXTRA

An important benefit of Radio-Television training is that you can start to cash in fast. Many men I train fix neighbors' sets, make extra money, starting soon after they enroll. Multitester built with parts I send helps locate and correct set troubles. Read at left how you build actual equipment that gives you practical experience, brings to life what you learn from my lessons.

MEN OF ACTION NEEDED MAIL COUPON TODAY

Act now to enjoy more good things of life. Get the benefit of my 40 years' experience training men at home. Take NRI training for as little as $5 a month. Many NRI graduates (some with only a grammar school education) make more in two weeks than the total cost of training. Find out about this tested way to better pay. Mail coupon below today for Actual Lesson and 64-page Book—BOTH FREE. J. E. SMITH, President, National Radio Institute, Dept. 6AR4, Washington 9, D. C. OUR 40TH YEAR.

I TRAINED THESE MEN AT HOME

"Started repairing Radios six months after enrolling. Earned $12 to $15 a week, spare time."—ADAM KRAMLIK, JR., Sumneytown, Pennsylvania.

"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—JOE TRAVERS, Asbury Park, New Jersey.

"Manager of meat market when I began. Answered ad for Radio serviceman. Got job. Pay increased 50% in year."—C. CARTER, San Bernardino, California.

"Am with WCOC. NRI course can't be beat. Passed exam for first class Radiophone license with no trouble at all."—JESSE W. PARKER, Meridian, Miss.

"Am with WNBT as video control engineer on RCA color project. Owe a lot of my success to your textbooks."—WARREN DEEM, Malverne, N. Y.

AVAILABLE TO VETERANS UNDER GI BILLS

Good for Both—FREE

Mr. J. E. SMITH, President, Dept. 6AR4
National Radio Institute, Washington 9, D. C.

Mail me Sample Lesson and 64-page Book, FREE. (No salesman will call. Please write plainly.)

Name ..... Age .....

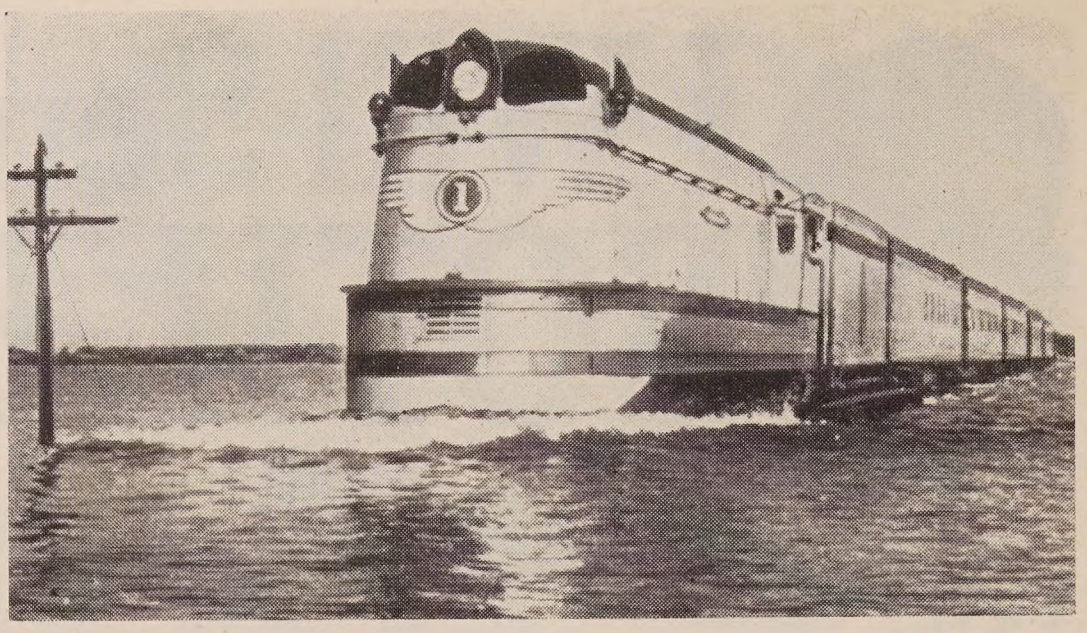
Address .....

City ..... Zone ..... State .....

VETS write in date of discharge .....

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew



The Milwaukee's *Hiawatha*, operating between Chicago and St. Paul, was slowed to a walk near Portage, Wis., by Wisconsin River flood of '38.

NEVER BEFORE, that we know of, was a baby born on a snowplow extra. This event occurred in December when a Canadian Pacific plow and caboose, bound for the nearest hospital with a pregnant lady whose time had come, made an emergency run from the village of Brookmere, B. C.

Aboard the plow were Conductor Martin Joyce, Trainmen Ian Martin and Alan Palm, a snowplow foreman, and Helper H. Wells.

The guest of honor, Mrs. Wells, rode the caboose with a registered nurse. She gave birth to a healthy boy while the extra was battling heavy white drifts. His name, Martin Alan Ian Wells, honors the train crew. •

C&O PRESIDENT Walter J. Tuohy says: "The Chesapeake & Ohio believes there are too many railroads in this country all operating on their own, while serious economies and efficiency could be effected by joint uses of terminals, facilities, tracks, yards, and so on." •

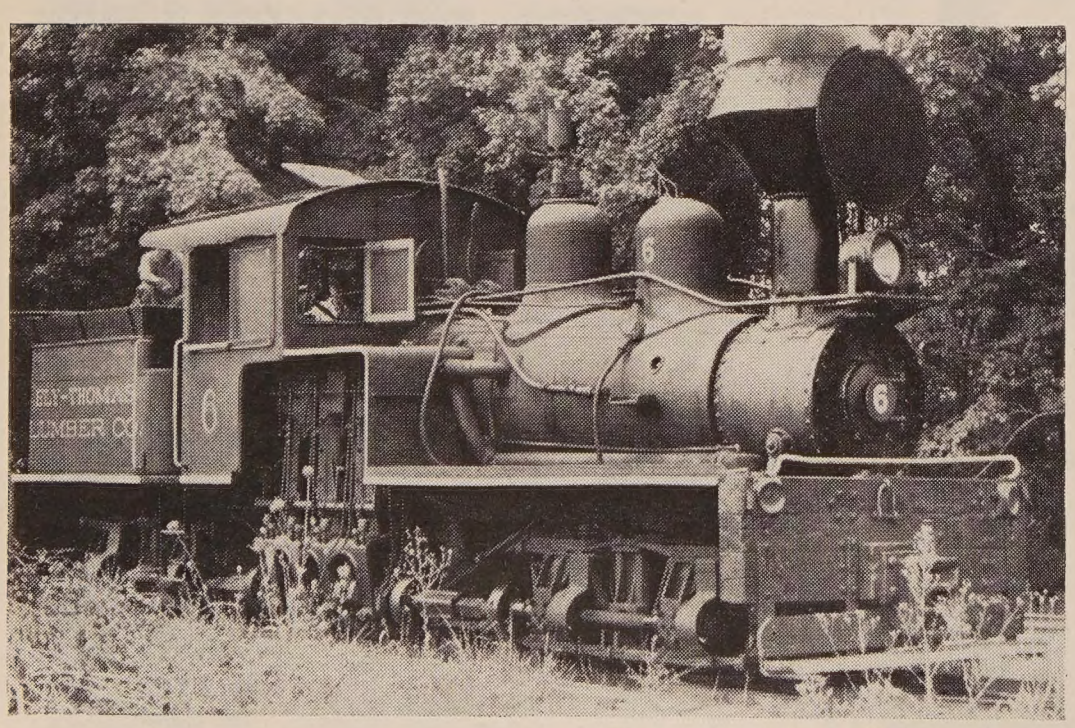
PAY CAR. "When I went to the Chicago & Eastern Illinois as a trainmaster," recalls E. H. DeGroot, Jr., 1309 Spring Road, N. W., Washington, D. C., "I made a trip on a pay car to get a bird's-eye view and to meet some employes. Later, during my first superintendency, I made it a practice to accompany the pay car on its monthly trips over the old St. Louis and St. Elmo divisions.

"On one such run, in the evening, we stopped at Cypress, Ill. There Agent Bunchman told me rather excitedly, 'They've just captured the men who robbed the refrigerator car, but the justice of the peace threatens to release them unless some company man appears against them promptly.'

"We could not locate the C&EI's attorney, so I agreed to represent the company. We set up court in the station waiting room. The justice seated himself at a lamp-lit table and the prisoners were brought in.

" 'Court in session,' said the justice. He turned to the noisy visitors who milled about the room. 'You fellers take off your hats, shut up, and keep away from them prisoners.'

"After the witnesses had testified, the court ordered the prisoners held for the grand jury, and I went back to the pay car for a night's sleep." •



John Locke, 428 Prospect Ave., Hackensack, N. J.

The only Shay engine in New Jersey was hauled from Jetsville, W. Va., and is now running on the little Pine Creek Railroad, a three-foot-gage line operated by Rail fans on Route 9 four miles north of Freehold, New Jersey.

BOOMERS and pay cars are linked in the mind of Bill Cadmus, himself a boomer, 2355 Austin Highway, San Antonio, Texas, because both phases of railroading covered the same period.

"Our breed roamed through the Rocky Mountain states," he recalls, "meeting up with adventurers of all kinds, including abandoned and runaway women. Plenty of things aren't told in respectable books like Harry Bedwell's *The Boomer* and Jimmy Earp's *Boomer Jones.*

"Boomers were notorious for pulling the pin on a job five minutes after the pay car arrived. Speaking of pay cars, one day in 1903 I was a crew member on a Pennsy work extra that rolled out of Mahoningtown, Pa. Our order permitted the train to operate between

BARGAINS IS THE ONLY BIG TABLOID PUBLICATION IN EXISTENCE

that tells you WHERE & HOW EVERY MONTH

- **To Buy Bankrupt, Closeout, Surplus Bargains!**
- **To Buy Items at Wholesale! • At Below Wholesale!**
- **To Buy Many New & Unusual Items!**
- **To Obtain Information on Rare Money Making Offers!**

TOYS, BOOKS, JEWELRY, GREETING CARDS, COSMETICS, HOUSEHOLD MERCHANDISE, APPLIANCES, INDUSTRIAL MATERIALS, MACHINERY, TOOLS, ETC. *Often as low as 10c-25c on the Retail Dollar!*

ONE issue of this SENSATIONAL NEW magazine can save you MORE MONEY than the cost of the ENTIRE subscription! You can BUY BETTER, CHEAPER, NEWER THINGS EVERY MONTH OF THE YEAR! Today, when your dollar buys so little you absolutely need every single issue of BARGAINS in order to get the MOST FROM EVERY PENNY YOU SPEND. Each issue carries HUNDREDS of Bargain offers . . . many times SO EXTRAORDINARY that it's hard to believe that THEY'RE GENUINE! Buying BANKRUPT, CLOSEOUT, SURPLUS BARGAINS, and buying at WHOLESALE PRICES can save you from 40% to 80% or MORE on every dollar you spend! THIS MAY BE HARD TO BELIEVE, BUT IT IS THE TRUTH!

DON'T TAKE OUR WORD FOR IT

Here's What subscribers say about "BARGAINS" After receiving Their copies!!

". . . As a result of answering one of the ads (in Bargains) it has resulted in extra profits of $40.00 and upwards per month."—J. H., Alabama

". . . Saw your wonderful paper and enjoyed every bit of its reading and adv. It's a Great Paper."—M.S., Vermont

". . . I am very pleased with BARGAINS. I have never seen anything like it and am looking forward to my future copies especially the Christmas edition."—Mrs. D.M., Maine

". . . Received my first issue of Bargains and may I say it is a great magazine."—M.H.C., Alabama

". . . I think BARGAINS is the best merchandise publication I have ever seen. (And I have seen hundreds."—S.P.C., Brooklyn, N. Y.

". . . Received my 1st copy of BARGAINS the other day and am very pleased, the information you publish may be just the 'shot in the arm" my business needs." D.S., St. Albans, N. Y.

". . . I have found your magazine very helpful."—W.A.P., Ogdensburg, N. Y.

". . . Received your paper. Thank you very much. It is one of the finest we have ever seen."—F.D., Iowa

". . . I was the recipient of my 1st copy a few days ago. I am completely satisfied with the periodical. I also wish to express my appreciation to you for having made the magazine available to me. I shall be pleased to continue my subscription as long as the magazine is available."—W.S., Wash.

PLUS MANY OTHERS!

THE ABOVE LETTERS WERE NOT SOLICITED IN ANY WAY OR MANNER—ALL ARE IN OUR OFFICE FILES! They are the enthusiastic reaction of subscribers after seeing their first copies of BARGAINS!

You Can Make FANTASTIC, ALMOST UNBELIEVABLE PROFITS Buying Ups Bargain Merchandise CHEAP and Selling It CHEAP

Thousands of smart Agents, Salesmen, Mail order dealers, Store owners are subscribers to "BARGAINS." They want to know WHERE TO BUY BEST in order to sell at LOW prices for BIG PROFITS! NO REASON Why you CAN'T DO THIS VERY SAME THING! Special Features and articles in BARGAINS gives you valuable tips on HOW to sell these bargains for BIG PROFITS even if you haven't any experience along this line. As you know . . . EVERYBODY is looking for bargains these days. In fact . . . this type of merchandise is about the ONLY kind being sold in tremendous volume.

UNIQUE "Subscribers Shopping Service" Enables You to Buy BIG Name Merchandise at TREMENDOUS SAVINGS

You won't find this feature in ANY OTHER MAGAZINE. ONLY "BARGAINS" has it! "BARGAINS" negotiates bargain offers in famous merchandise at LOW WHOLESALE PRICES and then offers them to its SUBSCRIBERS (ONLY!) at NO PROFIT. In other words, you can buy valuable merchandise at the same prices (sometimes even lower) than some dealers are paying! This SINGLE feature of "Bargains" is WORTH THE LOW SUBSCRIPTION price a DOZEN TIMES OVER! Yet this is but ONE FEATURE among at least a DOZEN DIFFERENT, EXCITING FEATURES to be found in "BARGAINS" EVERY MONTH!

"BARGAINS" Is the ONLY Type of Big Tabloid Publication IN EXISTENCE!

Search your news stands high & low. YOU WON'T FIND ANOTHER PUBLICATION LIKE IT! "BARGAINS" is available through subscription only. It is the ONLY tabloid monthly publication IN EXISTENCE that actually lists bargains in BANKRUPT, CLOSEOUT, SURPLUS, merchandise bargains EVERY MONTH. Bargains so RARE, SO SENSATIONAL, SO TERRIFIC, that you will BLINK YOUR EYES IN AMAZEMENT! Little wonder that so many subscribers are writing such enthusiastic letters after receiving their first copies! (See testimonials at left.)

SAVE Up to $1000—EARN Up to $3000! !

We HONESTLY believe it is possible for YOU—within a year's time—to actually EARN UP TO $3000—or more—and to actually SAVE up to $1000 or more on your purchases by reading "BARGAINS" every Month! WANT PROOF? See some exciting testimonial letters at the left . . . or BETTER STILL . . . PROVE THIS FOR YOURSELF . . . BY SUBSCRIBING!

YOUR Subscription Will Automatically Include the Big Christmas 1955 Issue!

In time for the BIGGEST Buying & Selling Season of the year comes the BIG SPECIAL HOLIDAY ISSUES! Every issue just PACKED FULL of RED HOT holiday Specials that will actually STRETCH YOUR DOLLAR! Imagine being able to buy $1.00 worth of merchandise at 15c, 25c or 35c! The Cost? Less than 18c PER MONTH—SEE OUR AMAZING MONEY BACK IF NOT PLEASED OFFER BELOW!

$2.00 PER YEAR—12 big issues!

REGULAR PRICE $3.00

- **Special 10-Day Offer to Obtain 10,000 New Subscribers •**

Yes, just $2.00—17c per month is all you need pay!

YOU Must Be Delighted with Your First Issue or You Can Have Your Money Back!

Here's a FEW of the Many Bargains as Were Published in "BARGAINS"!

- PENCILS, 57½¢ per 144 pencils!
- 25¢ Rudolph Reindeer Brooches, 2¢ each!
- Plastic TOY GUNS, 2¢ each!
- $1 MUFFLERS, SCARFS, 12½¢ each!
- Double edge razor blades, $1.50 per 1000 blades!
- LADIES APRONS, 6¼¢ each!
- $2.50 WALLETS, 30¢ each!
- $1 val. billfolds, 15¢ each!
- $1 Kiddies handbags, 3¢ each!
- CIGARETTE HOLDERS, 1¢ each!
- BUTTONS, 25¢ per 144!
- Brand new phono records, 78 & 45 RPM, 7¢ each!
- 69¢ INSECT REPELLANT, 5¢ each!
- New 20" T.V. Picture tubes, $21.95 each!
- Famous brand $18.75 perfume, $1.00 each!
- 49¢ Xmas window decoration sets, 10¢ per set!
- $1 to $3 hard cover books, 20¢ each!
- $200 Govt. surplus typewriters, $23.00 each!
- 50¢ Everyday greeting cards, 7½¢ per box!
- 25 card asst. Xmas cards, 11¢ per box!
- $1.95 Men's Silk ties, 12½¢ each!
- $1 Value personal name tapes, 72 for 40¢!
- 39¢ Under arm deodorant, 2¢ jar!
- $1.00 automatic card shufflers, 9c each!
- NEW HAIRNETS, ½¢ each!
- $1.75 Rudolph kiddies toiletry sets, 35c each!
- $15.00 Electric Percolators, $5.00 each!
- $5.50 Lucite Hairbrushes, 65¢ each!
- New Bobby Pins, 70¢ per 700 pins!
- $10.00 Men's Toiletry sets, 60¢ each!
- Calendar Wrist Watches, $5.00 each!
- POSTAL SCALES, 7½¢ each!
- $2.98 Horserace game records, 30¢ each!
- CHRISTMAS SEALS, 25¢ per 1000!

PLUS HUNDREDS OF OTHER SENSATIONAL BUYS!

(Above list merely illustrates type of bargains usually found in this paper. Lists naturally change from month to month.)

LET'S FACE IT . . . Claims, promises are easy to make on paper. You may or may not believe all that we say here about "Bargains." But can you beat a money back offer AS IRONCLAD, AS STRAIGHT-FORWARD AS THIS . . . YOUR MONEY BACK IN FULL IF THE FIRST ISSUE THAT YOU RECEIVE DOESN'T PLEASE YOU! No quibbling about it either. YOU MUST BE DELIGHTED WITH YOUR FIRST ISSUE OR YOU CAN HAVE YOUR MONEY BACK IN FULL. That's as FAIR a guarantee as ANY FIRM can make.

• Join this pleased and friendly group of subscribers today—by return mail. YOU WON'T REGRET IT!

TOWER PRESS, INC.

P. O. BOX 591-DT **LYNN, MASSACHUSETTS**

TOWER PRESS, INC.
Box 591 DT Lynn, Mass.

O.K. Here's my $2.00 for 1 year subscription. Rush me first copy!

Name .....

Address .....

City..... **State**.....

Remember! Your Money Back IN FULL if the 1st issue that you receive doesn't please you!

R. R. Malinoski, 246 Madison Ave., New Milford, N. J.

Dramatic shot taken at Paxinos, Pa., last April. Pennsy freight train S-390 is working hard—the smoke proves it. Engines 4241 and 4233, both 2-10-0's, are pulling 85 cars. Note the all-welded 16-wheel tender on 4241. The first EMD F-7 diesel unit of a Reading freight, NT-4, can just barely be seen rounding a curve on the hill above.

Wampum Junction and Kenwood. It had the usual 'protecting itself' clause, so the skipper sent out flagmen fore and aft.

"In time, the easternmost flagman saw the pay car coming toward him and flagged it and then, without telling the pay-car crew *why* he had flagged it, went inside and drew his wages. The crew failed to notice his regular flagging equipment. Their own flagman, assuming that things were okay, swung a highball and the golden caravan proceeded.

"Pay cars, as a rule, moved briskly between stops. This one rounded a curve with short visibility and rammed into the work train. I do not recall the exact damage but I'll never forget the paymaster's wrath. He refused to hand out another shekel until his outraged dignity was soothed.

"I have often wondered: Did the fault lay solely with the work-extra flagman, or was the pay-car conductor to blame for not having observed the red flag he was carrying?" •

REORGANIZING its entire system for greater operating efficiency, the Pennsy no longer has divisions but nine regions. These are Philadelphia, New York, Chesapeake (headquarters Baltimore), Pittsburgh, Buckeye (hqrs. Cincinnati), Southwestern (hqrs. Indianapolis), Northwestern (hqrs. Chicago), Lake (hqrs. Cleveland), and Northern (hqrs. Buffalo). •

NO DIESELS are in service on the South African Railways, mainly due to the low cost of coal in that country, reports William F. MacMullen, Flat 412, Vredenhof, 388 Skinner Street, Pretoria, Union of South Africa.

"The SAR operates the world's most powerful 42-inch-gage locomotives," he tells us. "Most of our main-line traffic is handled by large 4-8-4 and 4-8-2 types. The latter have 63-inch drivers, 24x28-inch cylinders, 225-pound boiler pressure and 49,370 pounds of tractive force. On heaviest freight service, however, the SAR uses huge Garrat locos (4-8-2 + 2-8-4) with 89,130 pounds of tractive force. If you want information on the SAR, let me know." •

A HELICOPTER enabled the Jersey Central to make a record recovery from flood damage. "In the 1942 floods," says President E. T. Moore, "it took us about a week to survey the damage and plan for reopening the lines. In 1955, as soon as the flood water receded, we chartered a helicopter

and surveyed the damage along the entire Lehigh River valley in about two hours. Then we took steps accordingly and resumed service more quickly."

Another helicopter recently took 83 passengers off a New Haven train stranded by flood near Danbury, Conn., after rising waters had forced the railroad to suspend all Boston-New York service for the first time in its long history. •

MISS VIRGINIA TANNER, editor of the *Baltimore & Ohio Magazine,* has just been made B&O assistant director of public relations. This is one of the highest-ranking jobs held by a woman in the nation's rail industry. Our own Barbara Kreimer, whom a few readers have criticized for running the *Information Booth* in a man's magazine, tilted her pretty nose with a knowing grin when she learned of Virginia's appointment. •

BARBARA was right in stating that the Union Pacific, with 39, heads the list of dome-car roads but she failed to add that the Canadian Pacific, with 36, is a close second. So says retired CPR engineer Frank W. Powers, 353 McGowan Ave., North Kamloops, B. C., Canada. Frank regrets steam's decline.

"A young lady living on a mountainside farm about 30 miles east of Kamloops," he recalls, "would always give me a flashlight highball when I came west on No. 3 as long as I had steam power—but never in answer to a growler's horn. I missed her friendly streak of light. Every time I handled steam I'd see it again.

"Steam power being worked out of Kamloops today includes: CPR, 2-8-0 and 4-8-4 types; Canadian National, 0-6-0, 4-6-0, 2-8-0, 2-8-2, 4-8-2, and 4-6-2."

GENE AUTRY, cowboy singer and ex-railroader, apparently didn't buy the Shenandoah Central after all, despite widely publicized reports that he acquired it to use in film productions. A newspaper clipping from Stanley D. Crews, Waynesboro, Tenn., says the Autry deal fell through and the "Tweetsie" road was actually taken over by Grover Robbins Jr., who planned to build 5 miles of track near Lenoir, N. C., and operate the train for fans and tourists. •

SOUTHERN PACIFIC is merging five of its subsidiaries, with a total of 5,800 miles in California, Arizona, and New Mexico. The five are the SP Railroad Co., the Arizona Eastern, the Dawson, the El Paso & Rock Island, and the El Paso Southwestern. This merger does not add an inch to the system's mileage, because the Southern Pacific Co. has been operating those lines for many years. It means only that the five are no longer separate corporations. •

Dr. Nancy Garrett

WE ARE PROUD of Miss Nancy May Garrett, a railroad man's daughter, who successfully completed four years' study at the Medical College of Virginia and is now Dr. Garrett. We don't know of any other girl from a railroad family who has M.D. after her name.

Besides her father, C. P. Garrett, a Norfolk & Western drill-press operator in the Roanoke shops, Nancy can boast of six uncles employed by the same road, with a total service record of nearly 150 years. Four of the seven Garrett brothers are currently on the N&W payroll.

"My father has been railroading 32 years," she says, "25 of which he spent working on locomotive boilers. I don't think he has ever lost his boyhood fascination for steam power. One of my uncles, the late Glen Garrett, worked on the Radford Division as fireman and engineer. He handled M and M-2 engines, 1100 and 1800 series, the largest the N&W had in their time, and eventually ran 1300 and 1400 freight engines."

In 1951 Nancy graduated from Roanoke College with a B.S. in biology and won a scholarship to the medical college. She is now interning as a general physician at the Lewis-Gale Hospital in Roanoke, Va., and living with her parents at nearby Vinton, Va. This hospital has an emergency department that takes care of industrial accidents. "I have seen and treated many N&W employes," she says.

Nancy seems to be tireless. When asked to give a prescription for energy, she replied: "As nearly all doctors advise their patients, breakfast is perhaps the most important meal for active people. I usually eat a rather hearty breakfast consisting of fruit juice, cereal, an egg, whole-wheat bread, and maybe a cup of coffee." •

Operate YOUR OWN Business

25th Anniversary Year

EASY TO LEARN
QUICKLY ESTABLISHED

Gross $5 hourly!

If now employed:

you can profitably operate part time while building a full time business . . . with servicemen.

increase your income . . . be your own boss. We'll Help Finance You

Clean and Mothproof Rugs and Upholstery

this modern convenient way

If you are reliable and diligent, we'll establish you in a Duraclean service dealership. A Duraclean dealer will train and assist you right in your own town. It's easy to learn. He'll reveal his proven, successful methods and sales plan. He'll *work with you.* Your dealership becomes part of a 25-year-old world-wide organization built upon REPEAT ORDERS and RECOMMENDATIONS from satisfied customers. Our MUTUAL ASSISTANCE program gives you many unique advantages after you are established. We offer substantial and continuous assistance as your business grows. Coupon gives details.

While increasing your income, you have the freedom and prestige of YOUR OWN business. Alert dealers can earn $5 gross hourly profit on service they render *plus* $3 on EACH service man at National Price Guide charges. We help finance honest, reliable men.

Duraclean cleans by absorption! Aerated foam absorbs the dirt holding it in suspension until sponged away. It eliminates harsh, machine scrubbing, soaking, and shrinkage. Dirt, grease and many unsightly spots vanish as if by magic. Wool fibers come to life . . . matted pile rises . . . colors revive. Upholstery and floor covering look newer, last longer

Duraproof, another year 'round service kills moths and carpet beetles, and makes materials resistant to both. ***Duraproof*** is the only moth-proof service backed by an International Money Back 6 YEAR WARRANTY.

Upholstery and floor coverings are serviced "in the home," office or public buildings. Customers like this convenience of not having furnishings marred in trucks and out of use for days or weeks. Almost every building houses a potential customer needing one or both modern services.

Nationally Advertised. Your services are advertised in magazines such as Life, McCalls, House Beautiful, House and Garden, New Yorker, Ladies Home Journal, etc., to help create customers for you . . . to explain the superior methods of YOUR modern service . . . and to develop customer confidence in YOUR business.

Portable equipment . . . no shop needed. Some dealers establish a shop or office as their business grows. Start full or part time. It's easy to learn quickly established.

FREE Booklet! Send for it.

If you are interested in an opportunity like this, fill out the coupon today! A letter and 16 page illustrated booklet will explain everything. We furnish electric machines, advertising matter, store cards, introduction slips, sales book, demonstrators and enough materials to return your TOTAL investment. You can have YOUR OWN business operating within a few days. Mail coupon NOW —get the facts, then decide. No obligation. Easy Terms!

"OWN a Business" Coupon

Duraclean Co., 6-702 Duraclean Bldg., Deerfield, Ill.

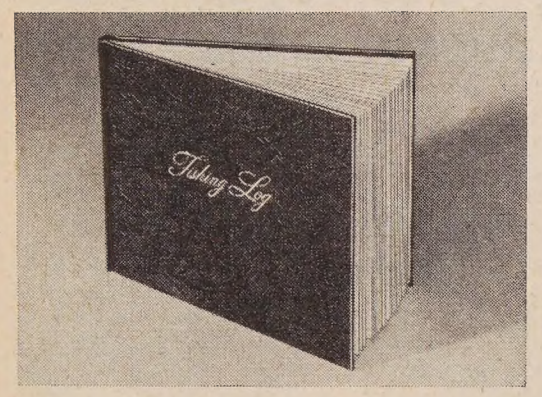
Without obligation to me, send booklet and letter giving full details. Tell me how I may OWN a growing business of my own built upon satisfied customers.

Name.....

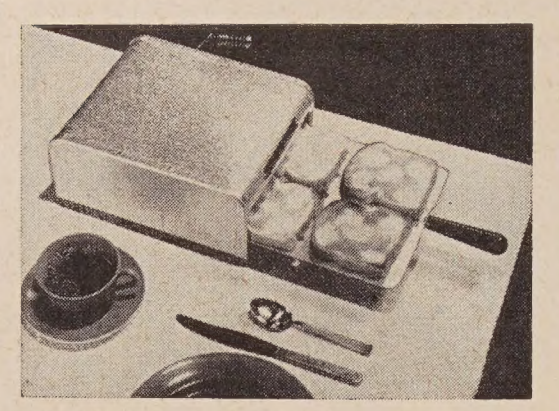
Address.....

City.....State.....

Men's Mart

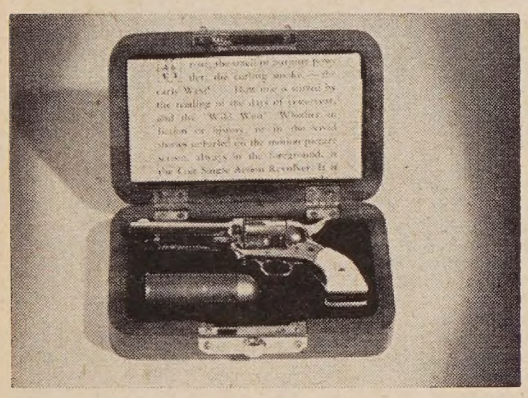


You can make any fisherman's fun last longer with this unique gift—a fishing log that comes in both fresh and salt water editions. Each (and be sure to specify your choice) lists leading game fish. Pages are lined for recording catch, water and weather conditions, tackle and lure etc. 128 pages handsomely bound in imitation leather. $3 ppd. Sport Logs, Dept. A, Mt. Kisco, N. Y.

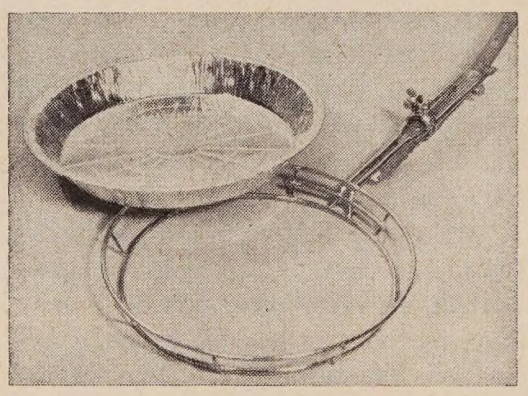


If you like oven toast (and it's hard to beat), this little toaster will turn out 1 to 6 slices in 60 seconds, save you having to diddle around lighting your oven. Called an oven toaster (naturally), you can set it up on your table, turn out English muffins, rolls etc. just as easily. Aluminum; ripple finish. $9.95 ppd. Adobe Kitchen, Box 4035-AR, Tucson, Ariz.

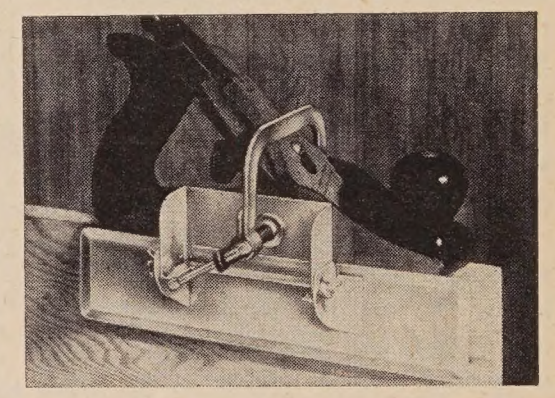
A pocket alarm watch makes a useful gift for any man. This fine 7-jewel Swiss-made one can be set on the quarter hour, rings with a sharp clear tone. Back opens to form a stand, makes watch double as a desk or night-table clock. Second sweep, luminous dial, hands. Excellent buy for $13.25 ppd., size makes it handy for business or sportsmen. Prince Enterprises, 103 Park, N.Y.



A real little jewel is this blank-firing miniature of the Frontier Colt .45 (the famous Peacemaker), exact in detail even to revolving cylinder, loading gate, half and full cock, etc. Chrome finish, mother of pearl grips. Comes in handsome walnut chest about the size of a pack of cigarets. A gem of the gunsmith's art. With 25 cartridges, $27.50 ppd. Arms & Weapons, 40 East 40th, N.Y.

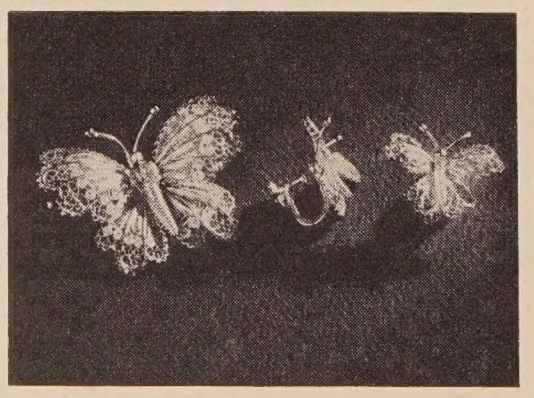


One of the best innovations for outdoor cooking to come along in quite a while—a frying pan with a disposable aluminum center that eliminates having to wash pan on a trip. Pan can also be used as plate. Aluminum handle has clamp to hold stick if you want to extend handle. With five 10″ replaceable pans, $2.75 ppd. Lewis & Conger, 6th Ave. & 45th, New York.



Clamp this plane guider to any of the variety you own and you'll find you can plane straighter and smoother—and faster. Adjustable from a perfect right angle to 45°, it can be used for setting doors, trimming, bevelling, joining, squaring edges, etc. Made of durable, lightweight metal, it's a good addition to your shop for $2.98 ppd. Perrine Co., Harrison, N.Y.

Silicone tanned leather is one of the most important improvements in outdoor footwear in some time. These boots are made from that leather and are permanently waterproofed because of it; will give you iron wear, won't freeze, dry out, curl or stiffen. Rubber sole has cleat design. Sizes 5-14, widths A-E. $19.50 ppd. Norm Thompson, 1311 NW 21st, Portland, Ore.



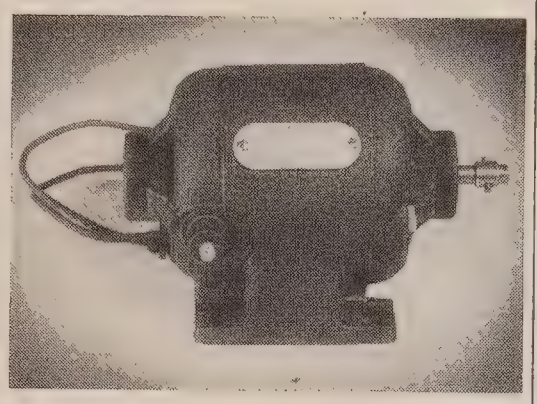
The fine jewelry craftsmen of Venice, Italy, made this unique set of pin and earrings. Hand-fashioned butterflies are spun from sterling silver, delicately tinted with silvery blue and gold. The artistry of centuries went into their molding and finishing. Butterfly pin (1⅞″ wide), $5.50; earrings, $3.85; the set, $9 ppd. Alpine Imports, 505A Fifth Ave., N. Y.

Anybody who likes guns should add this mammoth and informative book to their library. It's the tenth edition of the Gun Digest, and its 292 pages are filled with dope on all types of guns, modern and antique. Also has sections on chokes, scopes and mounts, cartridges, reloading tools, etc. $2.50 ppd. Gun Digest Co., 227 W. Washington, Chicago, Ill.

SHOP BY MAIL

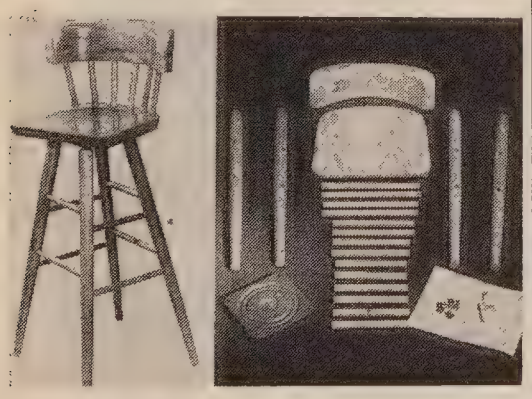
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.

It's getting so these days, that if you want a good cup of coffee when you're on a trip, you have to brew up a pot yourself. For the good people who can't get along without their daily ration, this 2-cup aluminum pot (AC-DC) will make it easy for 'em no matter where they are. Leatherette case, cups, etc. A good gift for $9.25 ppd. Gerard, 329 East 65th, N.Y.



Mount this small Westinghouse motor on your workbench and use it as a buffing, grinding, polishing wheel. Can also be fitted for light drilling, sanding, etc., or equipped with flexible shaft. Develops 1/60 h.p. at 7,000 rpm on 110 volts AC. Shaft is ¼"; case has 4 mounting holes. Surplus, and a solid bargain for $3.95 ppd. Chabon Scientific Co., 60 East 42nd, N. Y.

What with the package-sending season just about here, this little rubber stamp can save you a lot of time and trouble. Actually, it's twelve stamps in one, and contains all the proper sayings so that the post office can handle your packages properly. If you went out and bought them individually, you'd spend $10. This one's $2 ppd. Lord George, Ltd., 1270 Broadway, N.Y.



This is an excellent buy in a kit—a swivel Captain's Stool with a sturdy, concealed ball bearing swivel. thick knotty pine seat and back, hardwood legs and rungs. All parts are completely pre-fitted, drilled, sanded, etc. Easy to assemble from step-by-step instructions. Specify 30 or 24" seat height. $11.95 express collect from Yield House, No. Conway, N.H.

Products appearing in Men's Mart are selected on the basis of their usefulness or novelty and are tested whenever possible. They are believed to be fair values. To be sure you get what you want when ordering, mention you saw it in Men's Mart.

STAG PARTY CLASSICS

From private files of Bernard of Hollywood, come torrid, unretouched photos, slides & films. LILI ST. CYR, JOANNE ARNOLD, PAT HALL, MARA CORDAY, & others, perform as you'll never see again!

COLOR SLIDES, 5 - 2x2's $2.00
ACTION PHOTOS, 8 - 4x5's . . . $2.00
STAG MOVIES, 8mm - 50' $3.00
STAG MOVIES, 16mm - 100' . . $6.00
PINUPS, 68 pgs., 11x14 . . . . . $1.25

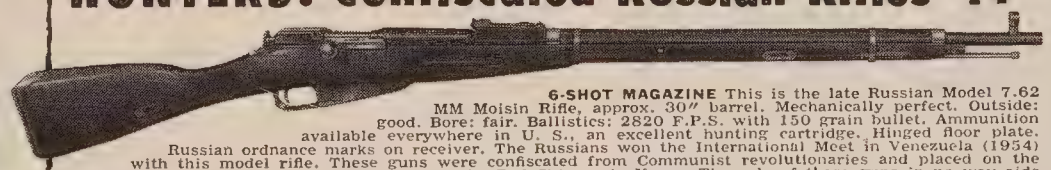
BERNARD OF HOLLYWOOD
Box 46977, Los Angeles 46, Cal. Dpt. F-1

Intimate, unretouched photos from fabulous private collection; world's most tantalizing, most beautiful women; breath-taking close-ups, revealing full figure views; 1,000 thrilling photos to satisfy desire of most discriminating. Rush order today!

No COD's Please

1,000 PIN-UPS: BOX 46736
DEPT. M-1, H'WOOD 46, CAL.
INCLUDES 8x10 PHOTOS

HUNTERS! Confiscated Russian Rifles $14.50



6-SHOT MAGAZINE This is the late Russian Model 7.62 MM Moisin Rifle, approx. 30" barrel. Mechanically perfect. Outside: good. Bore: fair. Ballistics: 2820 F.P.S. with 150 grain bullet. Ammunition available everywhere in U. S., an excellent hunting cartridge. Hinged floor plate. Russian ordnance marks on receiver. The Russians won the International Meet in Venezuela (1954) with this model rifle. These guns were confiscated from Communist revolutionaries and placed on the free world market. They are of the type usd by Red Chinese in Korea. The sale of these guns in no way aids any country behind the iron curtain. A Once-in-A-Lifetime collector's item. This is the lowest price we have ever seen which would allow a man to equip himself for big game hunting. RUSSIAN RIFLE AMMUNITION FREE. 20 rds. full jacketed ammunition included with each rifle purchase. Additional cartridges: $7.50 per 100 rds. **For C.O.D. send $5 deposit. All shipments F.O.B. Pasadena. Calif. residents add 3% state tax.**

GOLDEN STATE ARMS CORPORATION 80 Armory Bldg., 1165 E. Colorado St., Pasadena 1, California

WHAT TREASURES WILL *You* FIND?

Exciting Treasure Hunt! This big cloth bag contains over 1,000 genuine foreign postage stamps from more than 30 countries in far-away Africa, Asia, Europe, Australia, the South Seas, etc. Stamps are mostly still on paper, unpicked, unsorted, weighed out in bulk, just as received from foreign missionaries, banks, etc. Nobody knows what's inside! Worth $10.00 or more at Standard Catalog prices. Money-back guarantee.

Only $1.00 Postpaid

H. E. HARRIS & CO. K102 Transit Bldg., Boston 17, Mass.

Kruger Pistol *Bargain* $3.00 post paid

.12 CALIBER SINGLE SHOT

.14 MG. POWDER CHARGE

BLUE-BLACK FINISH

Crafted after famous German Luger design. Not an air or CO^2 gun. This is a small bore gun that actually shoots .12 caliber lead bullets fired by light 14 mg. powder charge. Beautiful gun.. swell for target shooting. 4" steel barrel in knurled styrene stock. Overall length 8¾ inches. This amazingly low price due to ball and cap design. Direct factory-to-you-sales. Comes with 50 bullets. Send for extra bullets or available at stores. Money back if not satisfied. Limited quantity. Delivered free. Send $3 cash, check or money order to KRUGER CORP.
KRUGER BUILDING, BOX W-709 ALHAMBRA, CALIFORNIA

"Am I for competition? Yes, indeed

—that's how I get more for my money!"

Inquiring Reporter: There are bills in Congress intended to benefit all of us by permitting greater freedom of competition in transportation. How do you feel about this?

Shopper: Well, I know that when stores compete for my business I get better values in the things I buy. Isn't that true in transportation, too?

Inquiring Reporter: No, Ma'am, not always.

Shopper: Why not?

Inquiring Reporter: Because government regulation does not give railroads, trucks, and barges enough freedom to price their services competitively.

Shopper: Can't something be done about it?

Inquiring Reporter: Yes. A special Cabinet Committee appointed by the President recommends that whichever has the lowest costs should be allowed to charge the lowest prices—provided, of course, that prices cover costs.

Shopper: That sounds sensible to me. After all, every other business is run that way.

Inquiring Reporter: Then you would favor greater freedom of competition in transportation?

Shopper: I certainly would. I think it would help me get more for my money!

For full information on this vital subject, write for the booklet, "Why Not Let Competition Work?"

Association of
American
Railroads

742 A Transportation Building
Washington 6, D. C.

LARGEST single iron-ore cargo ever to land in the United States, 30,373 long tons, was unloaded the other day at the Baltimore & Ohio's Curtis Bay Ore Pier, Baltimore, Md., off the SS. *Ore Chief* from Venezuela. It was then hauled by rail to steel mills at Sharon and Pittsburgh, Pa. •

STEWART HOLBROOK'S article, "Engine Smoke in the Big Woods" (Aug. '55), impressed Harry B. Maurer, RD 1, Ronks, Pa., so much that he built a model of a Climax engine shown in one of its illustrations.

"I was in the hospital when my wife brought me your August issue," he writes. "Holbrook's article fascinated me. I decided to build the model, ordered the parts, and set to work on the job in my bed. The entire model is built of brass, with a motor in the tender. I lengthened the boiler and kept the valve gear simple so I could easily remove the boiler and can when necessary to service the reversing switch. The rods are chain-driven, but you don't notice the chain while she's running—and she runs nicely. The trick was to allow enough chain slack for the truck to turn on curves." •

B&O MUSEUM recently sent a Civil War train and four pieces of early railroad equipment to Georgia for use in the Walt Disney film production *The Great Locomotive Chase,* recounting the Andrews raid of 1862. As you know, Union spies led by James J. Andrews stole the Confederate locomotive *General* and some cars on what is now the NC&StL but were captured a few hours later. The chase was re-enacted for the movies on the 57-mile Tallulah Falls Railroad between Cornelia and Franklin, Ga. •

LONG-TIME subscriber E. Harper Charlton, 746 S. Lake St., Los Angeles, Calif., writes: "*Railroad Magazine* is responsible for just about all my knowledge of railroading. It is educational. I hope your news-stand sales and subscriptions soon climb to the point where *Railroad* can resume its rightful status as a monthly."

So do we. And it wouldn't take much of a push to get us over the top. If every man and boy who now reads someone else's *Railroad Magazine* would buy a copy himself—and do it regularly—we would get back to a monthly basis at once and stay there. It's up to readers to give us the highball. •

ANSWERING our request for information about railroading girls whose fathers also are railroaders, Juanita Causten, 254 Foundry St., New Martinsville, W. Va., writes:

"A fellow telegraph operator told me about your magazine. I pound brass on the Baltimore & Ohio's Wheeling Division at Brooklyn Jct., W. Va., the first girl ever to work in this office, and my father is the yardmaster here. My brother is an engineer on the Monongahela Division. So, you see, there is railroad blood in our family."

***Miss Railroad Magazine* this month is the Long Island's Judy Meriam.**

Another railfaring daughter is Miss Judy Meriam. Her father is chief clerk to the Pennsy's New York vice president, while Judy works as Public Relations secretary for the Long Island in the Jamaica station building.

"I broke into the LIRR with quite a bang," she admits. "On my very first day I accidentally dropped and shattered a bottle of perfume on the stairs between the second and third floors. The crash must have sounded like an explosion, for LIRR police, with headquarters on the second floor near the stairway, rushed out to investigate. A lovely odor permeated the station for several days afterward."

Besides other duties, Judy writes the "Jamaica Station" column of personalities for *The Long Island Railroader,* the company's monthly magazine.

"Back in the 1920s," she tells us, "my father was a clerk in the Long Island's Passenger Traffic department. During a temporary shortage of locomotive firemen he was pressed into service, bailing black diamonds into the firebox for a long, blistery week. It was the first time Dad had ever been on an engine, much less worked on one. As you can imagine, he heaved a sigh of relief when he finally turned in the coal shovel and got back to his typewriter."

Judy is nineteen and lives at 76 Hickory Street, Floral Park, L. I., N.Y. •

OTTO MEARS, who built the Silverton Railroad and the Rio Grande Southern in Colorado during the 1880s and '90s, issued *de luxe* passes made of gold, silver, or buckskin and gave them to friends and celebrities. Our October issue stated that Owen Davies of Chicago owns one of them. Another belongs to Dr. A. G. Chione, Danvers, Ill. The doctor and Robert Richardson of Alamosa, Colo., supplied facts on Mears' passes for use in Josie M. Crum's forthcoming book, *The Rio Grande Southern Story.* •

NARROW-GAGE memories regale Jim Bullard, retired Rock Island conductor, 201 S. Locust, Eldon, Mo. "In the early 1900s," he writes, "when I was braking on the slim-gage Deadwood Central, the Homestake Mine at Lead City, S. D., was the world's greatest free-milling gold mine—and still is. Its smelter belched huge smoke clouds night and day. We hurried those little gold-ore trains down the mountain to waiting furnaces.

"Below, in the Burlington yards, we made up 'sandwiches' for the smelter. A sandwich consisted of narrow-gage ore cars coupled between standard-gage coke cars, running on double-gage track. We used three-link couplings. Everything had to be ready for the bold run up a trestle 50 feet high. Nobody liked that high ride—anything might happen—but it was part of the job. We ran right to the bumping post, ready to club 'em down the instant we saw the hogger would make it. After spotting the cars, we opened the dumps and let the ore, lime rock, and coke run down the chutes where they were needed."

Jim tells us that his old caboose, which Bill Knapke said (June '55) was resting in his back yard, is now on permanent exhibition at the Museum of Transport in St. Louis County, Mo. •

(Continued on page 69)

PHOTOS of the MONTH

James P. Gallagher

In the half light of dawn, a Baltimore & Ohio switcher tanks up beside the stark shadow of the water column at Brunswick, Md. A multi-unit diesel purrs in the background. A Santa Fe type's tender is next in line.

William Ritasse, Chesapeake & Ohio Railway

Their bunkers loaded to the brim, these Lima-built Alleghenies on the Chesapeake & Ohio waited word from the dispatcher that would send them clumping off the table to lock knuckles with the outbound freight.

Gordon S. Crowell

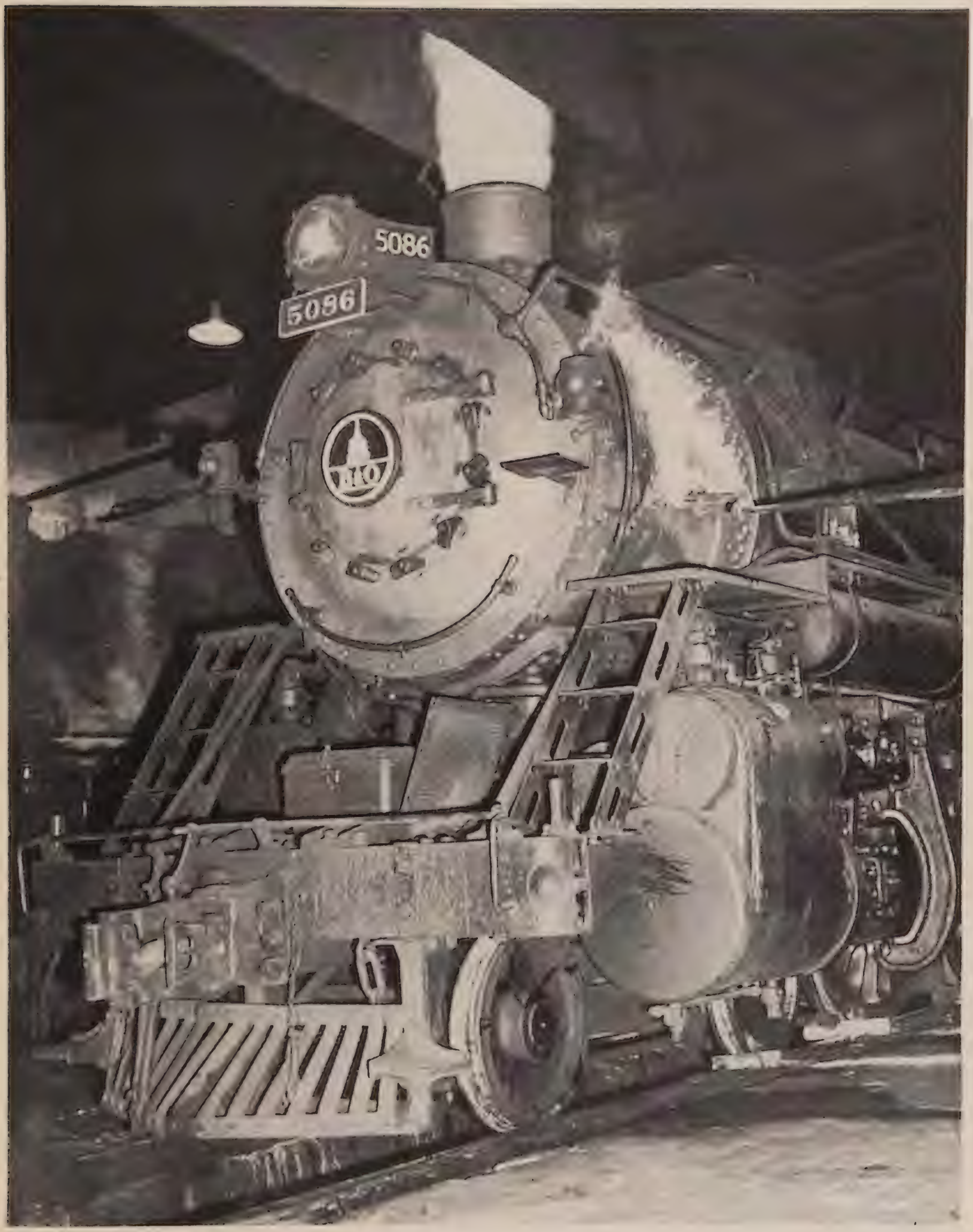
There's a snap and bite to the air, but the sun's warm, and the smoke swirls and catches in the autumn wind as the Emory River Railroad's hard-working 6940 rolls a load of coal bound for Lansing and the Southern Railway through the eastern Tennessee hill country.

The Milwaukee Road

Grazing the tops of the tall spruce in the shadow of the majestic Cascade range, this two-unit Quill-type electric, the E-50, highballs a string of freight over the bridge at Hanson's Creek. The Milwaukee Road's 73-mile-long line through the Cascades is now being dieselized.

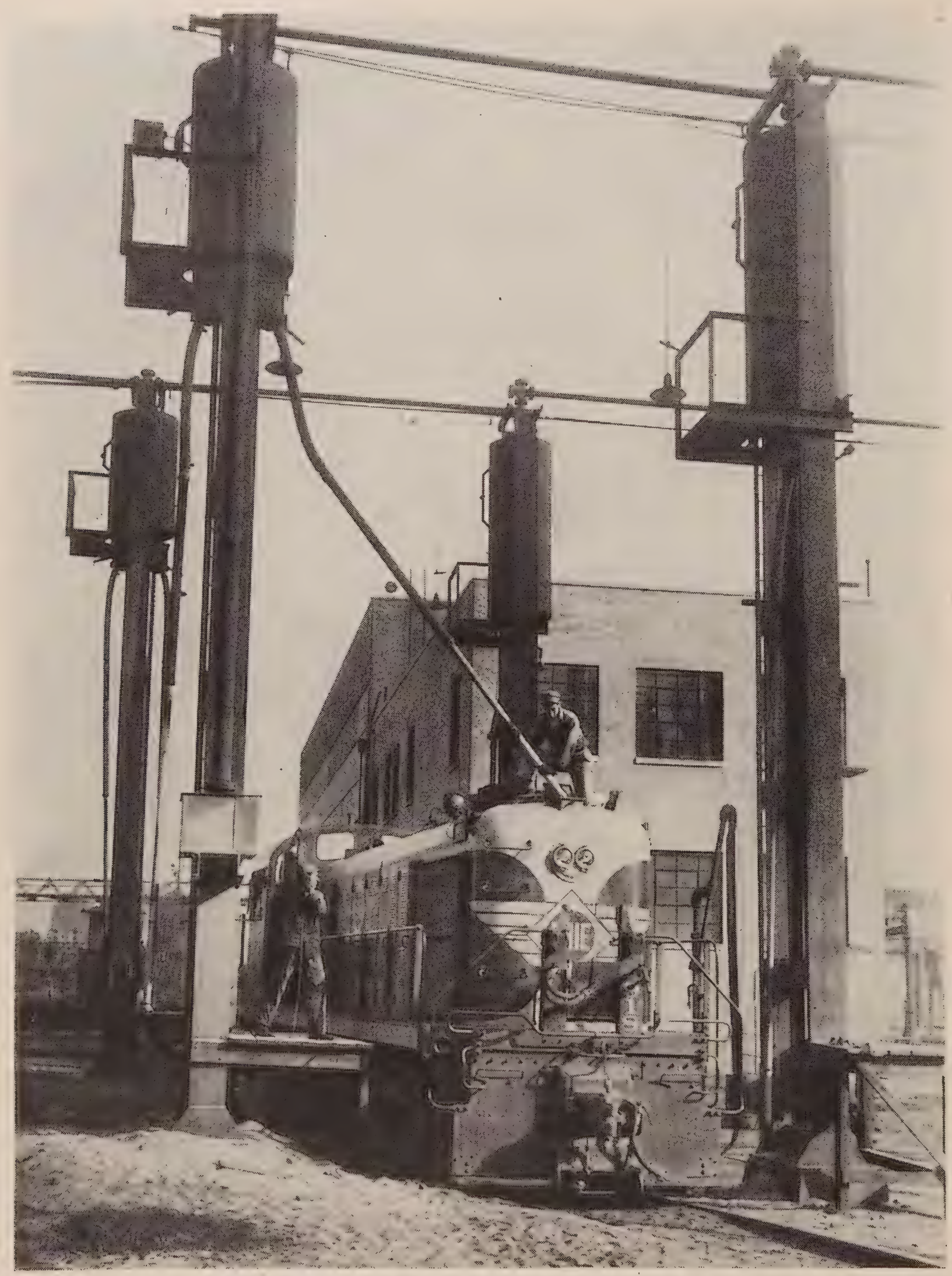
Chicago & North Western Railroad

Maintainer on the Chicago & North Western climbs into the sky to check semaphores on the dark web of a signal bridge. The C&NW uses searchlight and color-light signals as well.



Don Wood

Her wheels blocked over the pit in the Cumberland, Md., roundhouse, this mighty Baltimore & Ohio Pacific is due for a checkup. She was built by Baldwin back in 1912.



Erie Railroad

At the Erie's diesel shops in Jersey City, N. J., the 918 pulls up under a sand tower while her crew puts a full load in her sand box. When they're done, she'll be ready for work in commuter service.

Southern Pacific Lines

Bright as a new-minted penny, Southern Pacific's 2248, oldest active steamer on the roster, rolled over a trestle during the SP's recent centennial celebrations with a Sierra Railroad Coach behind.

Canadian National Railways

Average pay train, like this Grand Trunk special at Glencoe, Ont., Canada, in 1910, consisted of small engine and one car.

"HERE COMES THE PAY CAR!"

Guarded by Six-Guns and Operating Only in Daytime,
the Money Wagon Paid off Railroad Employes in Gold and Silver
and Every Stop Was a Center of Drama and Excitement

by FREEMAN H. HUBBARD

FOR EIGHTY YEARS and more, beginning in the 1850s, the glad cry "Here comes the pay car!" never failed to excite railroad men. Known as the *money wagon* or *band wagon* and bearing up to a quarter-million dollars in gold and silver at a time, this car was usually well equipped to fight off bandits.

It would chug out of nowhere, dispense its treasure to groups waiting along the line, and then vanish.

"In between pay days," said an ancient switchman, "it retired to some remote and fanciful region like the Big Rock Candy Mountain, there to remain until the tenth of the month rolled 'round again."

Actually, it rode the rails behind a small but smartly groomed steam engine for the first three weeks of every month and spent the rest of the month on a siding while the men balanced the books and made ready for the next trip. It traveled only in daylight, for security reasons, putting up for the night at some wayside depot.

Almost invariably it paid in precious metal. The coins felt comfortably heavy in your pocket and clinked when you laid them on the bar. There were shiny gold eagles, double eagles, five-dollar gold pieces, silver cartwheels, and lesser change—but no pennies. If you had an Indian head or two coming to you, the company kept it. But if three or four cents in change were due you, they gave you a nickel.

The pay train, especially in the West where banks were scarce, was a famous institution. It might run as the second section of a passenger train, or with the band wagon coupled behind a local passenger, but mostly it ran special. All foremen and department heads were notified of its coming a day in advance, by either telegraph or signal flags whipping the breeze on the locomotive of some regular train.

In those days the problem of paying widely scattered employes was fraught with danger, not so much in the settled East, where police and sheriffs were

readily available, but west of the Mississippi, where bandits roamed almost at will. Often it was up to the railroad companies to protect themselves. Many a glittering pile of pay money, figuratively at least, was stained with blood. . . .

ON A MILD fall day in 1880, the forested hills around Carbon, the Union Pacific's first coal-mining camp in Wyoming, flamed with reds and yellows. As the setting sun gilded the telegraph sounder inside the little station, a hand-pumped track-workers' car stopped at the door. The telegraph operator, Edgar E. Calvin, a slim boyish figure of twenty-two with sandy hair—who later became president of the Union Pacific Railroad—looked up to see the solidly built section boss stomp across the platform.

"Erick Brown," he said, "what brings you here?"

"There's trouble afoot," said Brown. "I seen it myself."

"Seen what?" asked the op.

Brown quickly explained.

"We was comin' back from our day's work, a bit ahead of the pay special, when we found a pair of disconnected rails on the track. One rail had a wire attached, and this wire led back into

Louisville & Nashville Railroad

Louisville & Nashville men were paid on an open counter instead of through the wicket that banks and most pay cars had in those old days for security reasons.

the bushes, where we seen somebody hidin'." The king snipe lowered his voice. "They must of been aimin' to wreck the train and loot the pay car!"

Both men knew that the payroll money for the Union Pacific miners and railroaders was due that day. They knew, too, that an outlaw band operating from the Hole in the Wall, a rugged section of Wyoming wilderness which could be entered only through an easily defended canyon, was preying upon the Territory.

"As soon as my boys rebolted the loose rails," Brown added, "we burned up the track comin' here to report."

The telegrapher opened his key. "DS-DS-DS," he kept repeating in Morse. When he got the dispatcher at Rawlins, he related Brown's story, and the dispatcher lost no time notifying Jim Rankin, the sheriff.

Jim and two deputies, Bob Widdowfield and Tip Vincent, forked their bronchos and galloped off. The desperadoes must have heard their hoofbeats, for when the law men arrived at the scene, brightly lit by a harvest moon, the brigands had gone. But they left a clear trail. Following that trail, the three men came to a smoldering campfire in a gully on Elk Mountain.

There, suddenly, rifle fire stabbed the sweet-smelling night. Both deputies groaned, slowly toppled from their saddles and lay still. Jim Rankin got away. Later, he found the bodies of Widdowfield and Vincent horribly mutilated.

The killers might never have been caught if a bar-fly hadn't overheard a drunken boast uttered weeks afterward in a Montana gin mill. The speaker was "Big Nose" George Parrott, a known member of the Hole-in-the-Wall gang.

"We drilled them two deputies between the eyes," he gloated, raising his mug. "Right between the eyes!"

His words were borne back to Jim Rankin. Taking along plenty of help this time, the gent with the tin star rode up into Montana Territory and brought Big Nose back in handcuffs and leg irons to stand trial. The trial was brief and to the point.

While awaiting execution, the prisoner managed to loosen his shackles. With these he savagely attacked his jailer, the sheriff's brother Bob, knocked him unconscious, and fled. But Western vengeance was swift. A posse overtook the Roman-nosed outlaw and strung him up to a telegraph pole. Even then, according to an old ballad, Parrott fought for his life.

He got the tie-ropes off his hands
  An' off his feet beside
An' tried to shinny up the post
  But slipped an' kicked an' died . . .
So at the roundup cookin' fires
  You'll hear this ditty sung
Of the fightin', lynchin', good old West
  When Big Nose George was hung.

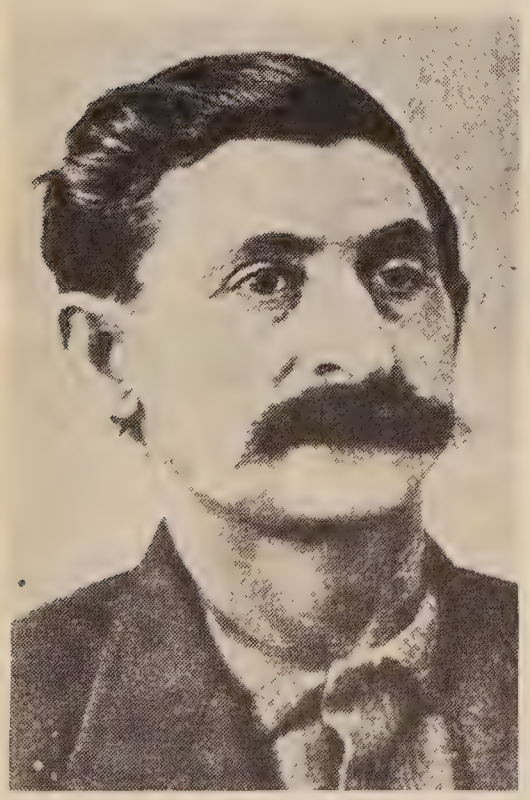
Carbon is now a ghost town, but in the Union Pacific Museum at Omaha you can see Parrott's leg irons, his plaster-cast death mask, and a grisly pair of shoes reputed to have been made from skin taken off his chest after the hanging.

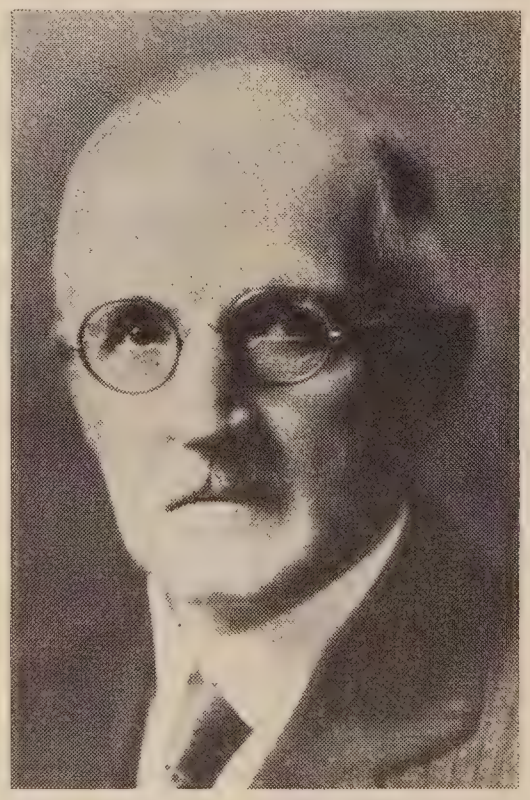
"Dutch" Charley's turn came next. Charley was a member of the same gang. Law men arrested him in Colorado, locked him in a baggage car, and headed him toward Rawlins for trial. But vigilantes armed with six-guns and Winchesters intercepted the train at Carbon. They seized the bandit, tied a rope around his neck, and pulled him, ashen-faced and unkempt, into the station.

There they forced him to confess. The young operator, Edgar Calvin, wrote down the confession on the back of a telegraph blank, and Dutch Charley signed it with trembling fingers.

Calvin urged the lynchers to let the law take its course. Instead, they dragged their captive outside to a telegraph pole, made him climb upon a barrel, and fastened the rope to a crossarm. The leader then asked Charley, "Have you got any last words?"

A woman in the mob screamed, "The son of a bee has nothing to say," and kicked the barrel from under the struggling outlaw's feet. She was a sister-in-law of one of the slain deputies. And Charley danced on air.





Union Pacific Railroad photos

Pay-car robbery plot led to two murders and the lynching of "Big Nose" George Parrott (left) and another bandit. Telegrapher Edgar E. Calvin (right), who later became Union Pacific president, witnessed one of the lynchings in 1880.

THE PAY CAR, when not attached to a passenger train, had a flexible schedule that permitted the engineer to stop whenever he spied employes working on the road. The pay for crossing flagmen, agents at small stations, and other lone individuals was generally done up in envelopes and the train would slow down so that the envelopes could be tossed out or handed to them, possibly on a forked stick or train-order hoop. The time saved thereby gave the special a better chance to keep out of the way of any regular train that might be following.

Perhaps at some junction a freight crew would be met and paid off. At a given station the Grand Llama, as the paymaster was called, might find two or three section gangs, a watchman, an agent and his assistant, a pumper, and even a railroad mail carrier waiting to be paid. Now and then a discharged

trainman would turn up also, for part of a month's salary due him.

Later in the day the golden caravan might meet a shop force of 500 or 1000 men—carpenters, painters, machinists, boilermakers, and so on. These men were paid in alphabetical order, each group preceded by its foreman. Hardly anybody ever failed to show up. Earle F. Baker, who began railroading as a waterboy, writes:

We fellers used to count th' days
Like circus, when we knowed
Month's end would bring th' old pay car
A-gleamin' down th' road

A-gleamin' was the right word too, for the car was usually a remodeled Pullman—sometimes a passenger coach—with a piano-rubbed hardwood finish, gold-leaf striping and lettering, windows clear as crystal, and ornate rear-platform railings that shone like pure gold. (The earliest pay cars, however, were remodeled box cars, with no splendor at all.)

The engine, too, was a work of art. Her brasswork befitted a treasure galleon. Her front end was meticulously blackened and her boiler head plumbagoed until it gleamed like grandma's kitchen stove.

These locomotives were privileged characters. On the Pennsy's Philadelphia Division, for example, Grand Llama J. Milton Meshey made his monthly rounds in a chariot wheeled by the elegant No. 929. Trimmed with burnished brass and copper, the engine reflected so much sunlight in fair weather that she seemed to be on fire. Such beauty could not be stabled with ordinary iron horses. No, indeed! She occupied a private stall, if you please, set apart from the others in the Seventh Avenue enginehouse at Harrisburg, Pa.

Union Pacific Railroad

Parrott's leg irons may be seen today in Union Pacific Museum.

Some pay cars had their rear platforms removed and two sets of steps substituted, one for entrance, the other for exit. In addition to the paymaster's office, the average pay car contained a kitchen, dining room, toilet, and sleeping quarters with four lower and four upper berths.

Each car carried a safe, of course, but the Grand Llama picked up additional funds at various banks along his route. A dignified figure he was, his hair tinged with gray, sitting like the archangel Gabriel before a mammoth ruled ledger that each employe had to sign. A wicked-looking revolver lay beside his elbow, and surrounding him were fabulous trays of gold, silver, and other currency.

Aside from the train and engine crews, the personnel of a pay train might consist of the paymaster, his clerk, the auditor's clerk, two cinder dicks—railroad detectives, that is—a cook, and a colored porter.

Some roads added a combination sleeper-coach to the pay train, and possibly a box car with tools and supplies. Sometimes a third car for doling out signal oil, kerosene, and coal to section houses and stations took up the rear, for the mobile bank served weed-grown branch lines as well as busy terminal yards.

"At every stop the band wagon was a center of drama and excitement," recalls Harry K. McClintock, a retired boomer. "One car had a sort of trough about a quarter-inch thick that had been worn into its mahogany counter by the attrition of tons and tons of coins shoved across it into grimy calloused hands over the years."

EVERY PRECAUTION was taken to guard against holdups. The money wagon was a natural target for

Union Pacific Railroad

Hole-in-the-Wall gang tried to rob this Union Pacific pay car in 1880. Car is shown at Topeka, Kan., four years later with engine No. 5, the *Thomas Sherlock,* built by the Taunton Locomotive Works in 1870, and scrapped in 1911.

criminals, but relatively few ever succeeded in robbing it. The Southern Pacific had a pay car with boilerplate a quarter-inch thick extending from door to roof inside the partition on each side of the pay window. Most band wagons, in fact, had similar protection. On each side of the SP wicket were also two portholes, each two inches in diameter. These enabled the paying teller to shoot, if necessary, from behind his barricade.

The car was equipped with an automatic-drop iron window, operated by a slight foot-pressure. If any unauthorized person were to reach into the cage for money, the man in charge would simply press his treadle, and the heavy window, weighing 80 pounds, would drop on the robber's arm. Its weight was enough to hold him until released.

Besides that, a whistle alarm could be set off by the flick of a finger under the counter. Two sawed-off shotguns, four Winchester repeating rifles, and two Colt six-shooters completed the car's armament.

One day, while Paymaster E. R. Anthony was working this car in southern Arizona, eight or ten toughs walked in.

"We planted several pounds of dynamite under this car," their leader said. "Give us all your money or we'll blow everything up!"

But railroad paymasters don't scare easily. Mr. Anthony touched the alarm, and the men lost their nerve and fled.

No matter what road he worked for, the Grand Llama had a memory like an elephant. Paymaster Anthony estimated that at one time he could recognize about 8,000 persons and call them by name. Another Southern Pacific paymaster, F. H. Reed, claimed that he knew just about every man, woman, and child who lived along the Oregon & California line. And the story is told of a Texas & Pacific paymaster who paid a certain brakeman on the Louisiana Division and years later recognized him at El Paso and refused to give him his wages because he was working under a flag—that is, under an assumed name.

Before the days of Social Security it was not unusual for a track laborer to become embroiled in a brawl or cutting scrape and, fearing the law or wanting to cover up his record, move up the railroad 100 miles or so and hire out under a flag. This practice died out with the need for stating your Social Security number when you landed a job.

Some foremen, bewildered by foreign pronunciation, would assign numbers instead of names to workmen of alien birth, or rename them for celebrities or company officials. You could have run across a score of Daniel Websters, for example, on the same payroll. The road's president might have had half a dozen namesakes on various divisions. Some Irish section bosses would give Irish names to their Italian and Negro gandy dancers.

But the colored boys, at least, didn't mind *what* they were called so long as they were called into the pay car. They would chant as they swung their picks:

Got no money
But will have some
Pay day.
Have my money when the pay car comes
Pay day.

No less a person than Carl Sand-

Chesapeake & Ohio Railway

Combination engine and pay car, *Peggy*, No. 43, on the old Flint & Pere Marquette (now part of C&O).

burg, the poet and biographer of Abraham Lincoln, owes his name to a pay car. His father, August Johnson, came to America as a Swedish immigrant and toiled for years as a railroad blacksmith in the Burlington's shops at Galesburg, Ill. The road had so many employes named Johnson that Sandburg's father, unable to speak good English, often found difficulty in picking up his wages because of confusion over names in the pay car. At length, in disgust, he changed his name to Sandburg and thereafter had no trouble.

SUPPOSE you were a section hand on pay day. You and your fellow huskies are laying rails and tamping ties. Presently you hear a distant whistle. You grin expectantly. Then, out of the sun, with a fleecy smoke plume trailing back and with brass glistening —here comes the pay car!

Your gang stops working, lines up alphabetically. The train stops. The conductor and his two brakemen get out. Each stands with his back to the car, facing all who approach from the side. You catch a glint of rifle barrels protruding from engine-cab windows. Two detectives take positions near the rear door.

Your foreman enters first, gets his pay, and then stands beside the wicket to identify each gandy dancer as he walks in. When your turn comes, the foreman calls your name. The clerk checks the payroll, repeats your name, and states how much money you'll get.

The Grand Llama repeats what the clerk said, counts out your pay in shiny gold and silver and small change, and pushes a pile of coins across the counter within reach of your hand.

"Count it!" he orders.

After the last man has been paid, the paymaster pushes a button that rings a bell and the conductor hollers, "Call in the flag!"

Trainmen and cinder dicks climb into the car. At the first exhaust of the locomotive the skipper and head brakeman swing up to the *lower* step, still facing outward, and stay there until the train has attained a speed that prevents anyone else from boarding it.

All the men then take seats to wait for the next stop and the next payoff.

PAYMASTER ANTHONY of the Southern Pacific once told a reporter that the largest sum he ever started out with on a car was $265,000.

Chicago & North Western Railway

From time immemorial, No. 97 served as a pay car on the Omaha Line (now a C&NW subsidiary). When the road began paying employes by check, No. 97 was remodeled and used as a division super's car.

Elwin K. Heath

The Central Vermont's combination pay car and engine, No. 109, the *St. Lawrence*, was painted green and her brass trimming was kept highly polished until she was scrapped in 1928. For years her crew included a white-coated porter.

"It weighed 5,280 pounds," he said. "On that trip we had silver piled in every corner of the car, clear through the center aisle and into an empty berth. We had so much gold that I couldn't get it all into the big safe and had to stack it along the car walls."

But the responsibility involved in carrying even a normal payroll was enough to make even the most seasoned paymaster nervous. One wintry day in 1889, when a snow slide at Cow Creek, Ore., tied up the Southern Pacific line, Paymaster Reed had to hire a wagon and a team of horses to haul his payroll over the mountain. Reluctant to make the trip alone, he asked a local shopkeeper to put him in touch with two reliable men who would act as guards.

"Next morning," said Reed, "the merchant brought two men. They were hard-looking bozos, but on his say-so I hired them. About a year later I was startled to learn that one of them was implicated in a Southern Pacific train stickup. But they hadn't caused me trouble, I'm glad to say."

Not all Grand Llamas were so lucky. In 1886 three bandits, using the old trick of unbolting a rail, derailed a Louisville & Nashville pay train near Bristow, Ky., and escaped with $8,222.85 in cash and the paymaster's Turkish clay pipe.

For a month they kept out of sight. Then, one cloudy night, twelve men with faces blackened in minstrel fashion robbed a passenger train on the same road. Law officers sent for bloodhounds. When they rounded up the twelve, the three pay-car robbers turned up among them, and each criminal was given a long prison term.

That same year, three other men stole a Richmond & Danville pay car and supply car and a Georgia Railroad engine from the Atlanta yards. Paymaster Groser had gone to bed late that night in the car, as had his porter, Patrick Ward, the car's only other occupant.

"About two a.m.," Mr. Groser reported, "I awoke to find our two cars

No. 371, the tall-stacked engine that pulled the Lehigh Valley's pay car, was named for paymaster, *J. H. Wilhelm.*

traveling at fairly high speed. Alarmed, I dressed quickly and climbed on top of the supply car, to which a Georgia Railroad engine, its headlight dark, had been coupled head-on. I could not see anyone in the cab. Then I ran to the back of my own car and set the hand brake. That stopped the train.

"Pretty soon I made out the figures of three men. 'What's the row, boys?' I asked. Back came the reply, 'You'll know soon enough. You're the man we want.' I recognized the leader of the gang as Charles Rose, a former night yardmaster on our road who had been fired for being drunk and insolent. My safe held $25,000. I handed the porter my pistol, saying, 'Shoot anyone who tries to touch the brake!' Then I went for help."

That very day the Atlanta police arrested Rose's two accomplices, but the ex-yardmaster himself had vanished. It turned out that, in addition to the pay-car case, he was wanted on a more serious charge.

Rose apparently had been in love with two women at the same time, neither of whom was his young wife, and together, his sweethearts had helped him kill Mrs. Rose. Each woman, it seems, had expected Rose to marry her after the murder.

But Rose never remarried. One of his girl friends died in childbirth. The other drowned herself, leaving behind a detailed written confession. Just before that happened, Rose had quarreled with his general yardmaster and lost his job. The pay-car plot, it is said, was motivated by his desire for revenge against the railroad.

What finally became of Charles Rose is lost in fragmentary records of the old Atlanta case.

A PAY-CAR STICKUP around the turn of the century caused a brief strike in the Texas & Pacific yards at El Paso. A bulletin posted in the roundhouse stated that the distribution of wages would be delayed because of the robbery. This news did not please the yardmen. Somebody blew an engine whistle, got the boys together, and persuaded them to lay off work until the ghost walked.

All hands ambled over to a nearby park. They were preparing to kill several kegs of beer when the paymaster frantically borrowed a large sum from a local bank and sent word that the band wagon was open for business. The strike ended pronto.

The Grand Llama on a Chesapeake & Ohio pay car was less lucky. He was about to pay the night force at the Huntington shops one morning when the safe combination in his car failed to work. Outside the shopmen milled around impatiently. At length, unable to get an expert safe cracksman, he sent for a blacksmith from the shops. That safe was bolted to the car floor and held in place by iron bands. Three hours later, the mighty blacksmith finally broke it open, and the men collected their pay.

A third case of delayed payment involved the Grand Trunk. "One day," said R. M. Ackerson, who was then the Grand Trunk paymaster, "my car arrived in the Alton, Ill., yards and was soon surrounded by the employes. At the precise moment we came to a standstill our chef announced the noon meal.

"We were ravenously hungry. What to do? I had to decide quickly. The aroma of steaming coffee was so tempting that the diner won out. Instead of opening the back door to the gathering crowd, we sat down to eat.

"This was a rash move. Joyful greetings turned to howls of wrath and loud raps on the door. The yardmen perched themselves near the car and stayed there while we ate, thus tying up the Alton yards. We had no train telephones then, but the division superintendent sent me a redhot wire demanding an explanation. I replied that even the finance department had to eat."

Engine and train crews also had to eat. This point was made abundantly clear by Lewis R. Lathrop, a locomotive engineer on the old Denver & Rio Grande.

"One day in the 1890s," he recalled, "I was assigned to the pay train. When you drew that run you took along your bedroll, because you had to work, eat, and sleep on the train until she completed a tour of 500-odd miles. The train consisted of Paymaster O'Connor's buggy, a bunk car for the crew, and a supply car.

"Mr. O'Connor was tall, skinny, and

hatchet-faced. His job was to meet and pay every employe on the road from waterboy on up—some 13,000 or more, I'd say, and I believe he knew them all by sight."

To save time, O'Connor would feed the engine and train crews in his car while the train was rolling. When it came Lathrop's turn to eat, the fireman relieved him at the throttle.

"I headed for the rear by climbing over the coal pile," said Lathrop. "I was hungry with the zest of youth and robust health. My mouth watered as I entered O'Connor's car and sat down at the table.

"A Negro waiter brought my meal. On the platter I found one small lamb chop and a spoonful of green peas. Also a daub of soft mashed potatoes, two tiny slices of bread, some canned apricots, and a cup of coffee. This spread may have constituted a full meal for a dyspeptic official, but for me it was almost a starvation diet. I ate the entire menu in a few bites.

"The waiter came in again. 'Anything else you want, boss?' he asked. Too disgusted to answer, I shook my head, got up from the table, and returned to the engine cab."

At 5:30 that evening the pay train reached Cerro Summit. The conductor was heading into the depot for orders when Lathrop called out, "Order supper for me at Mrs. Mack's."

Mrs. Mack ran the section house at Cimarron, five miles down the five percent grade. A good cook, she served man-sized portions.

"Make it two," said the fireman.

"Three," said the brakeman, and

Southern Pacific Pines

U. S. troops guarded the Southern Pacific pay car, loaded with gold and silver for the railroad payroll, during nation-wide strike of American Railway Union in 1894.

the skipper piped up, "I'll just make it unanimous."

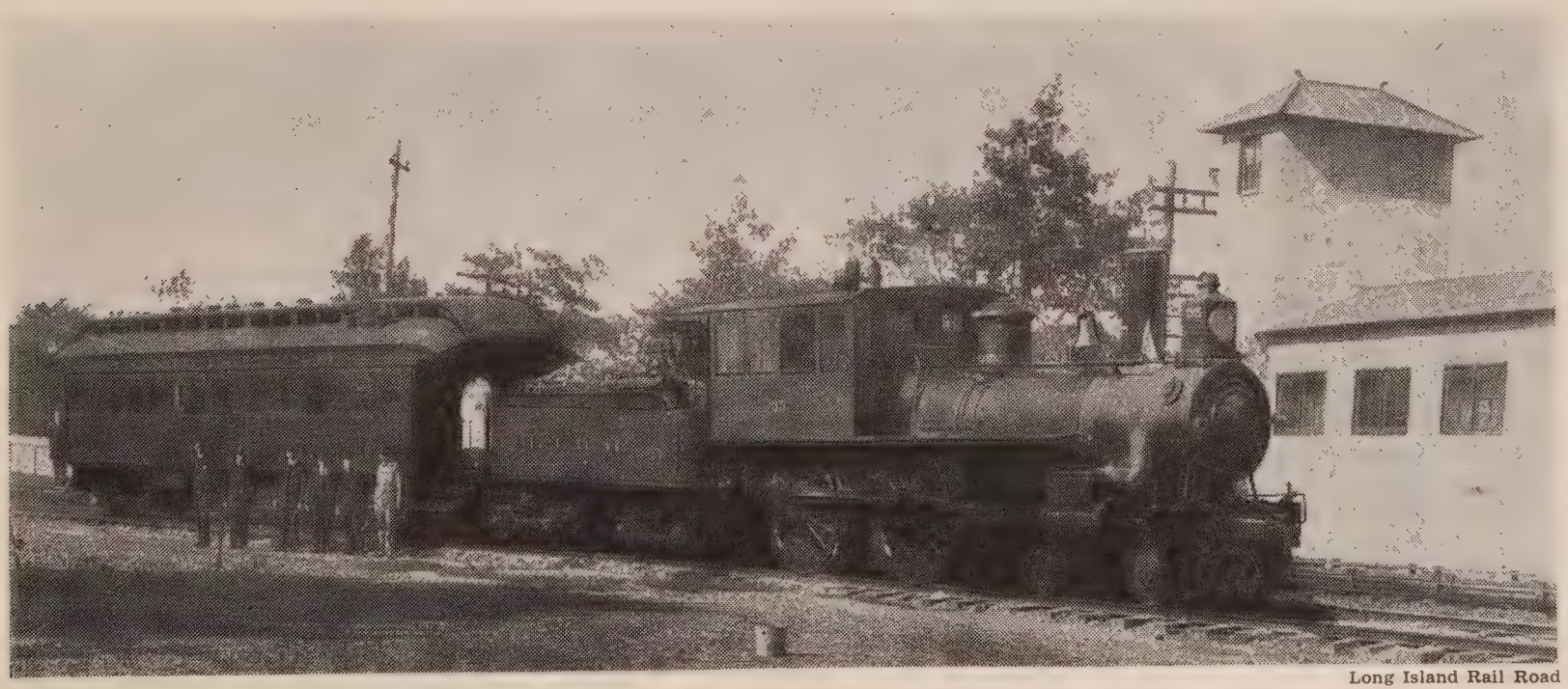
At that moment the paymaster strolled by. "What's the idea?" he asked tartly. "You fellows will get your supper in the pay car and we won't lose time at Cimarron."

Lathrop shook his head. "We're eating in Cimarron, Mr. O'Connor. You don't get another chance to starve us," and he mentioned what he'd had for dinner.

The Grand Llama flushed. "I'm not much of an eater myself," he apologized, "and I guess I figured you boys wrong. If you'll run Cimarron without eating there I'll guarantee you a feast in the pay car."

After that, according to Lathrop, the crew were well fed in O'Connor's car.

YES, the old band wagon had its human side. It was customary, for example, for a new trainmaster or a new superintendent to ride the pay car in order to become acquainted with the men on his division. Then,



Long Island Rail Road

Engine No. 35 was hauling the Long Island's money wagon when this shot was made around the turn of the century.

Chicago, Rock Island & Pacific Railroad

Rock Island pay car *Gazelle*, No. 27, photographed in 1881, was hauled at various times by engines 5, 9, and 16. (Left to right) On the money wagon, Paymaster Phillips, and on locomotive 16, the fireman and Engineer John Hall.

too, there are stories about a paymaster's son, or his family, making the rounds with him in the mobile bank as a special treat.

Mrs. Christine Webb of Nashville, Tenn., whose father was a Grand Llama on the Nashville, Chattanooga & St. Louis, recalls that he kept a revolver in his desk drawer on the car and his crew had rifles, but the firearms grew rusty from disuse.

"One month," she says, "Dad took mother and sister and me for a long trip on his car. It was great fun. We saw him pay thousands of men. The car never traveled after dark. Every afternoon we would pull into a siding at some station to spend the night. Sometimes it was up in the mountains where the air was fresh and sweet with the scent of clover and the only sounds we could hear were crickets chirping and frogs croaking."

J. Belmont Mosser of St. Marys, Pa., never rode in a pay car but had an experience with one he'll never forget. Belmont's first job was that of transfer clerk in the Erie Railroad station at Johnsonburg, Pa., more than fifty years ago. He was then a shy little fellow in knee pants. He worked ten hours a day, six days a week, for the princely sum of $10.35 per month.

The first time he entered a money wagon its pay window was so high that it jutted above his head. Someone had to get a packing-box for him to stand on before he could sign the roll and draw his wages.

That $10.35, the only money he'd ever earned, seemed to him like a thousand dollars. In ecstasy, he counted it again and again. Then he put it into his pocket with some raisins. Later that day he reached into his pocket for something to eat and made a tragic discovery. His money was gone—all of it! Whether lost or stolen, he never knew.

In a blinding rush of tears he told the second-trick operator, Pete Nolan, what had happened. Pete was sympathetic. The next day he handed the lad an envelope, saying, "Son, we want you to have this."

Belmont opened it. There he found $10.35 in cash and a paper signed by every man in the office force and yard crew. Pete had taken up a collection to replace the missing wages!

Railroad men are like that. But not all their methods for raising funds are above reproach. Some passenger conductors have been known to knock down on cash fares, and it used to be standard practice for freight crews to demand money from hoboes for the privilege of riding in empty box cars. This graft, of course, went into their

EVENING FREIGHT

BY M. V. CARUTHERS

AFTER the cows are milked, the chickens fed,
And all the endless farm chores done at last,
He'd light his pipe and stroll across the fields
To watch the evening freight train scurry past.

There on a knoll above the junction, he
Would wait with never-failing keen delight
To hear far down the tracks—a mile away—
The hoarse long whistle, eerie in the night.

Then, loud and louder still, the grind of wheels—
And now—the thrill of day's monotony—
The engine, like a dragon spitting flames,
Would pull her clanking boxcars pridefully.

From out the dark into the dark she steamed
Where to? he wondered. Where? Beneath the stars,
Back to the farm he'd plod again, to sleep
And dream of life beneath the pasture bars.

own pockets. A dollar a division was the accepted rate.

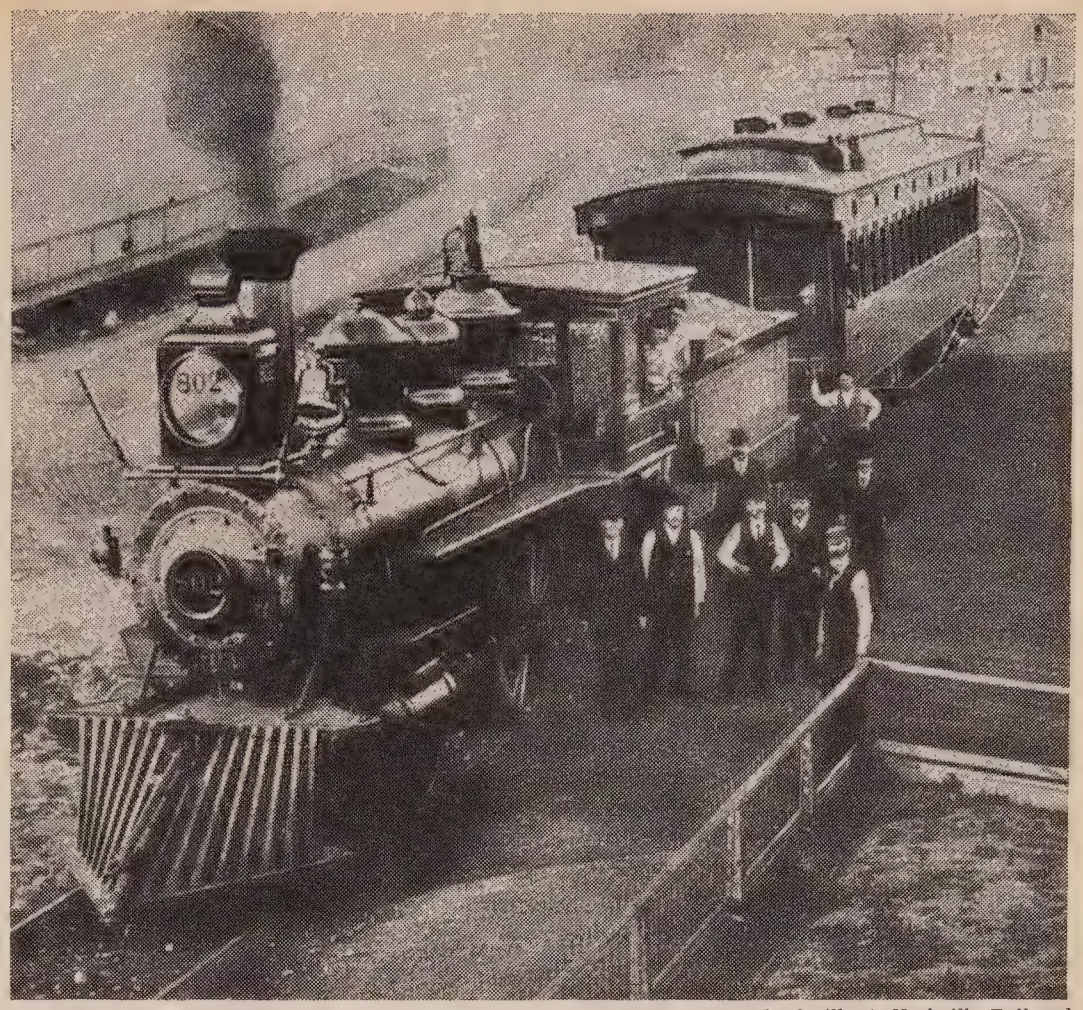
Said Charles A. Roach, an oldtimer: "In 1884, just after I began braking on the Cotton Belt, the company was so badly off financially that the pay car hadn't run for two months. Many employes were knocking down in one way or another. I heard about one conductor who held out on cash fares. The superintendent finally caught up with him and said, 'Thanks for bringing back the train. You stole just about everything else.' "

Conductors on the old Eastern Tennessee, Virginia & Gulf were no more careful about money. Bill Yeatman of Birmingham, Ala., a former ETV&G flagman, remembered that, in the days when many of the three-cents-a-mile fares on that road were collected in cash, there was one passenger conductor, Mr. B., who generally did pretty well for himself. But one day when he was sick abed, he sent his wife to meet the pay car and pick up his month's salary. The paymaster, Mr. Wilson, handed her $110.

Mrs. B. counted it and said: "That's not right. Mr. B. worked every day."

"Sure," said the Grand Llama, "and that is the correct sum."

Mrs. B. was indignant. "I know better. My husband always gives me more than that each pay day, besides what he keeps for himself."



Louisville & Nashville Railroad

Until 1917, when the L&N stopped using pay cars, it operated five of them simultaneously. One is shown at Edgefield Jct. (now Edenwold), Tenn.

ANOTHER ROAD in the Deep South, the Savannah, Florida & Western, used to send out a supply car once a month with its pay train. From the band wagon the gandy dancers, work-train crews, and bridge and building workers would get their wages at 60 cents a day and the following rations per man: 24 pounds of white bacon, one bushel of cornmeal, one gallon of black molasses, and one pound of salt, while the supply car would swap old or broken tools for new ones.

After the ration plan was dropped, Paymaster "Daddy" Hall would run a grub car over the road once or twice a month, and there was plenty of cussin' when the local freight train handled it. Foremen would stop work to let their men trade for groceries, clothing, and shoes. Mr. Hall's two clerks lent money at high interest, and the company would subtract the payments from wages.

Still later, the Atlantic Coast Line, which took over the SF&W, operated a monthly grocery car. Foremen ordered all the stuff they wanted, sold it to the men, and turned in the bills with their time books.

During the panic of 1907, when the money market was tight, the railroads issued scrip in denominations of $10, $20, and $50, with which to pay their employes. This paper, backed by bank deposits, was accepted as legal tender but in some cases at a discount of as much as 40 percent.

The Louisville & Nashville, for example, issued $1,500,000 of scrip in 1907. To assist its employes in redeeming it, the company bought $525,000 in five-dollar gold pieces on Wall Street. For this king's ransom the L&N paid a premium of $24,000—that is to say, paid a total of $1,524,000 for United States gold coins that had a face value of only $1,500,000.

In the last two months of that year L&N employes received 35 percent of their wages in gold and the necessary odd change, and the rest in scrip. By January, 1908, however, the nation's economy had improved so much that the roads returned to the system of paying all wages in cash. On the L&N, all redeemed scrip was bundled up, held for eight years, and then burned. Today, scrip is a collector's item.

The pay car passed out of the American scene largely as a result of the railroads' decision to pay by check instead of cash. But even after they discontinued monthly runs, many roads went on operating their band wagons annually, semi-annually, or occasionally, to clear up payroll discrepancies.

"Certain foremen would carry names of dead men on their rolls," writes Bill Knapke, a retired Southern Pacific conductor, "and cash the extra checks themselves. But the roads soon got wise to that game. They revived their old pay trains and occasionally sent out their checks by paymasters.

"I was told that one system, which had not run a pay train in two years, suddenly put it back in service—and the car returned with 263 unclaimed checks! A few days later there was quite an exodus of king snipes from that system."

When did American roads finally cease to use pay cars? The dates vary. Here are three samples: Southern Pacific, 1910; Delaware & Hudson, 1921, and Union Pacific, 1933. The one railway on this continent that still runs a money wagon is the Canadian Pacific. Only there, in the Maple Leaf Dominion, can you still hear the glad cry, "Here comes the pay car!" ●

DISPATCHER

by PETER JOSSERAND

Train Dispatcher, Western Pacific Railroad

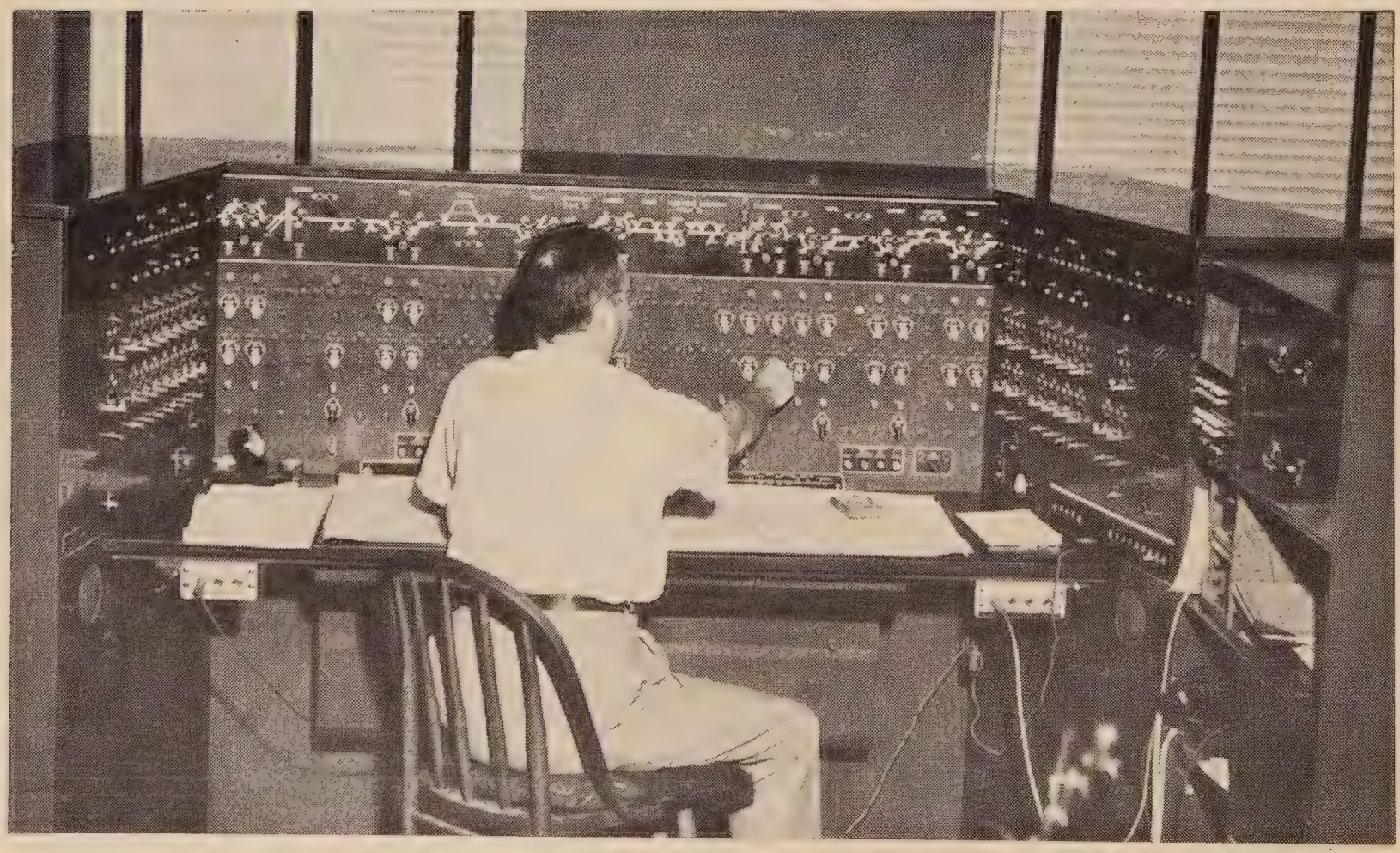
The Inside Story of Dispatching with Centralized Traffic Control, Miracle of Modern Push-Button Railroading

WHEN I went on duty in Sacramento that afternoon, the three panels of the control board in the dispatcher's office were surrounded by signalmen making tests prior to putting some new power switches and signals into service.

Everybody was having a bad time. Outside of Oroville Yard a fleet of westbound trains, bunched up on the Eastern Division by a derailment, faced up against a fleet of eastbounds out of Stockton Yard. Yardmasters were fighting to keep their yards unplugged. Bells were ringing, relays clattering, and lights constantly changing. I was sweating and swearing and craning my neck around the signalmen trying to see what was going on with those trains, trying to talk on two telephones at once and decide what was the best way to get those damned trains back-to-back with the least possible delay.

It was about the worst that could happen on a railroad, short of a disaster, and at the heart of it was that miracle of modern railroading—Centralized Traffic Control—which enables a dispatcher to guide the movement of trains within a vast area at the flick of a lever. The dispatcher can now get trains into jackpots much faster than he ever could with train orders, but fortunately he can get them out again a lot faster too. He has more immediate control over trains.

With all its electronic intricacy, CTC involves a relatively simple operation. A train dispatcher seated before a control panel watches lights blink and shift across a large diagram representing trains moving over tracks in the territory controlled by the machine. Below, a series of pens record what is happening on the railroad on a graph—the time a signal is cleared for a train, the time a train hits or clears



Atlantic Coast Line

Dispatchers, like this one on the Atlantic Coast Line, sit before a control panel watching lights blink and shift across a large diagram representing trains moving in territory the machine controls. Below, pens record movements on a graph.

the OS circuit, and other information.

The lights change, and the dispatcher throws a lever, pushes a button, and miles away, signals change, switches open or close, and one train turns onto a passing track, while another continues on its way. When the main line is clear again, the train on the passing track moves on toward its destination. It's as simple as that.

But what happens when that lever is thrown? Well, the control machine transmits electrical impulses—combinations known as codes—which actuate relays on the line. These relays operate signals, switches, switch locks, switch heaters, and other electrical equipment, and in turn transmit other codes to the control machine to produce indications on the lighted diagram of the control panel. Line relays also transmit codes that operate lights on the control panel diagram to show the dispatcher the position of trains and other equipment.

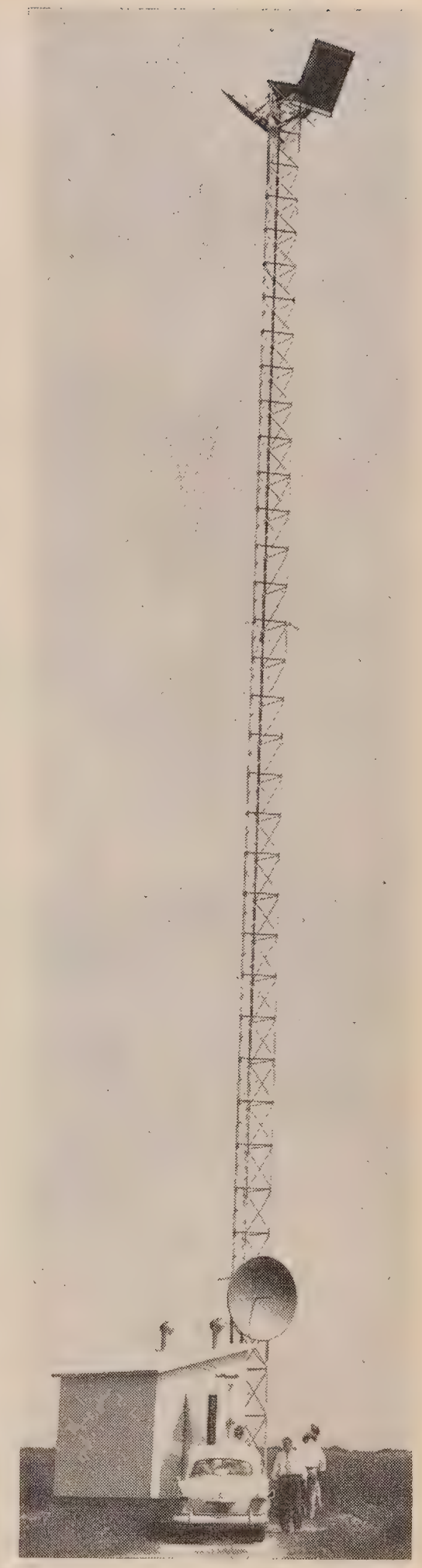
Miraculous? Amazing? Of course. But the average train-order dispatcher working CTC for the first time is filled with nostalgia for the days when he made his only contacts with the outside world through operators by way of a Morse circuit. He was a train dispatcher then. He isn't any more. Once, switch engines were the yardmaster's headache, maintenance forces moved or worked under their own protection, and the DS concentrated on the movement of trains. Today, the CTC dispatcher has to assume responsibility for everyone, and move trains as well.

Few yards are laid out so that yard work can be done without fouling the main track, and so, every time a yard goat wants to use the main track, it must get permission from the dispatcher who is responsible for delays to trains resulting from yard moves. Sometimes the DS issues blanket authority for yard engines to use certain switches manually by turning on flashing red lights called blinkers. Then engines need not contact the DS for each move, but when a train approaches, the DS turns off the blinkers, and the engines have five minutes to clear the main track.

To avoid fouling the line where visibility is limited by curves, tunnels, and other obstructions, track motor cars or other insulated track equipment can move only with the permission of the dispatcher. The DS figures the running times of approaching trains and then issues block authority —that is, gives the motor car a certain amount of time to get from one place to another. Block authority is also issued to every piece of maintenance equipment operating on rails, to signal maintainers for testing and repairing equipment, and for certain kinds of maintenance work, like changing out a rail. All this keeps the harried DS pretty busy.

CTC has put an end to a lot of railroad hazards. The old fear of the cornfield meet is gone. Controls are now so interlocked that a dispatcher couldn't set up a conflict in train movements if he wanted to—neither switches nor signals would respond—and when work or local trains are handling power switches manually, the signals on either side of the switch change to "stop" to protect the train or the engine using it. If a bridge catches fire, an alarm is set off. Slides or rocks ring a bell and a light indicates the location. You can't even tamper with track or switches anymore without the dispatcher's being immediately aware of it, and in any case signals automatically protect trains from these hazards.

One sharp-eyed Southern Pacific dispatcher solved a series of construction company robberies by keeping an eye on his board. When an "unauthorized track occupied" indication appeared, he quickly rang the section foreman and told him to go have a look. The king snipe discovered that a thief had backed a truck up to a reel of copper cable, tied the end to his truck, and, snaking the cable behind him, headed for a lonely mountain road where he apparently proposed to coil it in at his leisure. His only mistake was in crossing the railroad track. The cable shunted the rails and caused the indication to appear on the dispatcher's board. The section foreman informed the dispatcher. He immediately called the highway patrol, and two radio patrol cars converged



Santa Fe Railways

With the new microwave system, a dispatcher can be contacted directly by radio. (Above), A Santa Fe microwave repeater station at White's Ranch, Texas.

on the surprised thief in a matter of minutes and caught him red-handed.

Another time a bug knocked a signal down right in front of an approaching train. The engine stopped just short of an automobile that had gone off the highway, landed on its side across the rails, and shunted the track circuit. Several people lived who might otherwise have died.

THE COMPLICATED EQUIPMENT that makes these things possible requires careful maintenance. Sometimes the dispatcher's office looks more like a shop than a private office. Signalmen are over, under, and all around the dispatcher, and amid this confusion he tries to pick up from the control board all the information that in train-order days came from along the line.

The basic problem of moving trains to meeting and passing points has not changed since the beginning. There are days when meets seem to turn out well because the sidings were built in the right places. Other days, they're all built in exactly the wrong places.

Tom Hollyman, Chesapeake & Ohio

The DS throws a lever on his board; and miles away lights change, and a train runs. Here, Chesapeake & Ohio maintainer checks signals on Big Sandy Division.

At first, it is disconcerting for a train-order dispatcher to watch trains on a control board move to a meeting point. He has always known, for instance, that engineer Johnny Fiddle-along doesn't do so well at meeting points, but he hasn't known the horrible details. Now he watches Johnny dawdle into a siding, threatening to stop the opposing train. Some engineers will hold back, hoping the fellow on the main track will get up between switches before he has to stop. He knows the DS will line him out of the siding if the train clears the switch.

But old Angus Bullhead, pulling the train on the main track, isn't going to fall for that one. He pokes along, waiting for the train to get in the clear on the siding. Stalemate! Nine times out of ten, they both get stopped. In the meantime the dispatcher sits and squirms and wears out the seat of his pants.

If the dispatcher could actually see what happens on the road, maybe he wouldn't get so frustrated. Maybe. I saw a westbound freight pull into a siding one day to meet a fruit block running ahead of the eastbound *Zephyr*. The fireboy and head brakie on the freight took off down the main track as if they thought they could walk home more quickly.

It wasn't long before the two trains had passed. The dispatcher opened the west switch and cleared a signal for the freight to leave. The train moved right out but stopped before the rear end cleared the siding. The dispatcher, no doubt, was wondering why the train took so long to pull out of the siding. He still doesn't know. But there was a melon patch about a quarter mile down the track. The fireman and brakeman had gone there to get some melons, and the engineer pulled down and stopped to load the melons on the engine.

They talk about wild Indians messing up the works in the good old days, but they were no worse than present-day teen-agers who take pot-shots at cabooses and even passenger trains, shoot down signals, telephone and telegraph wires, or the code line that controls the CTC System. When a bullet cuts a code line, the railroad

Atlantic Coast Line

An Atlantic Coast Line engineer gets his orders direct from the dispatcher by radio. With train control, his speed is guided automatically through the blocks.

stands still until somebody gets there and splices it back together again.

One day the hard-working dispatcher had maneuvered the two *Zephyrs* to a meeting point when a bug popped up between them, setting the signals to *stop* in both directions. A man rushed to the trouble spot, and what did he find? Two kids going fishing! The boys had started to the river with a metal boat on a little red wagon. They almost made it, but, when the wagon broke down short of the river, they lifted the boat over onto the main line, figuring to slide it on the rails the rest of the way to the bridge, unaware that they had shunted the track circuit and tied up the railroad.

On another occasion, blood-curdling yells started coming in on the code phone. It was unquestionably a band of marauding teen-agers. But where? It might be in any of four counties. The dispatcher couldn't get anyone to talk to him. And, because of the yelling, no one could talk to the dispatcher. Switch engines stopped, work trains were delayed, and the railroad was practically at a standstill before the war-dance was finished and they departed.

The next night they were on again. This time one of the less hostile members of the tribe made talk. The DS explained what they were doing to the railroad and managed to find out where the boys were. A man was sent to replace the lock on the phone booth.

On some Traffic Control jobs, the dispatcher has to work more than one telephone. Obviously, he can talk on only one phone at a time, but the communications department worked out a devilish device to cope with this problem.

The man out on the line is supposed to call the dispatcher. If there is no answer, presumably because the dispatcher is cut in on another phone, he then blows or whistles into the transmitter for three seconds. *Whoosh!* This sets off a mechanism that rings a bell and lights a light in the dispatcher's office to let him know that he is wanted on that circuit. The trouble with that is, nobody calls before he starts blowing.

If the dispatcher is cut in on a phone at the time of the blow, the sound that comes from the loudspeaker is somewhere between a tornado and a jet bomber. It will raise a man right out of his chair. The prize performance occurred one day when a work train was in a siding waiting for some through trains to pass. The bell rang, and the light lighted on the code phone. I flipped the switch and answered.

Silence.

There is nothing so aggravating as to have someone set off the fireworks by whooshing, and then refuse to talk. So I yelled in a loud and irritated voice, "Dispatcher!"

There was a pregnant pause, then came the meek voice of the work-train conductor. "I'm sorry, dispatcher," said he. "I guess that was me. I was blowing my nose."

This whooshing, added to the noise the signal repairmen make in the office, poses a very real threat to your nervous system. Signalmen talk a most disconcerting jargon at best. They yell at each other about LFPR's and RHSR's, or some other form of alphabetical monstrosity which, I am told, has meaning for them. But when a dispatcher gets whooshed up out of his chair and salivated with a barrage of ZPR's and HR's and WSR's, he feels like roaring back at them to GTH out of there.

IF THE MAIN TRACKS didn't run down through the middle of yards, a dispatcher's life would be easier. Through train movements are governed by signal indication, and the dispatcher opens and closes switches for through train movements at meeting points, but when other engines and trains want to use mainline switches, the dispatcher has to give his permission. In the days when switchmen were the yardmaster's headache, all the dispatcher did was cuss at them when they fouled up the works. No more. If a switch engine makes a move in the face of the streamliner and lays out the varnish, the dispatcher takes the rap. And, sad to say, for every train movement, the CTC dispatcher usually has ten switch engines to dispatch.

To make a meet between a switch

engine and a train a dispatcher needs to keep a rabbit's foot and a crystal ball around all the time. He can generall figure what two trains will do. But no one has ever out-guessed a switchman. In the good old days, the dispatcher rarely had to make such meets. It was up to switch engines and all the inferior trains to keep out of the passenger train's way, whether meeting or being passed. Traffic Control changed that. The DS not only arranges meets between all trains, he also figures out how far that lousy drag can go ahead of the *Zephyr*. Thus, his mathematical calculations are increased.

The long-range planning of orders to become effective hours, or half a hundred miles away, is a thing of the past. Each train gets its orders by signal indication when and where the order is to be executed. However, the DS can't snatch down and change signals on the spur of the moment. Each signal has a time element, anywhere from two to ten minutes, and once a signal is cleared, if the DS wants to change the lineup, he first must knock down the signal. The time element gives him time to think over his act; he can't change a route in a train's face.

There are few open telegraph offices in CTC territory and so, once a signal has been cleared, unless the dispatcher has dispatcher-to-train radio, he must stop trains and give them instructions verbally. Call lights are placed at strategic points for this purpose, as well as many others. Any employe seeing a call light burning is supposed to answer it.

It would seem that, with the dispatcher controlling signals and switches, talk would be held to a minimum; and it is, insofar as trains are concerned. Let's listen to a Traffic Control dispatcher for a minute—just sixty seconds—to see what he talks about.

"Dispatcher!"

"Switch engine, Oroville Yard. Want to get out the west end and back to Adelaide."

"No soap. East man cleared through Craig."

No use trying to explain to him how a two-minute move will stop a train nine miles away. A minute later:

"Dispatcher!"

You answer the phone and a voice at the other end wants to know:

"Can I have the west switch Tambo in hand throw ten minutes to adjust it?" It's the signal maintainer.

Dave Lewis

C&NW doubleheader on Radnor hill north of Peoria, Ill., in 1942.

"Okay," after checking to see that no trains will be delayed.

"Dispatcher!"

"Engine 582, Stockton Yard. Want switches 208 A and B to make an SP delivery."

No trains involved. "Take the lock out."

"Lock's out."

"Here you go." Flips switch and pushes code button.

"Dispatcher!"

"Antone at Craig. Want twenty minutes East Craig, West Oroville Yard."

It's a motor-car wanting block time. There's an eastbound train right on top of the man, but he hasn't seen it. "Eastbound coming at you, Antone. Switch engine to come out Oroville Yard when he gets in. Call me in twenty minutes."

"Dispatcher!"

"Yardmaster, South Sacramento. Man coming out of the Alley with twenty cars. Put him in East One."

"Okay." Lines the route and signals.

"Dispatcher!"

"Engine 582 on B Lead, Stockton Yard. Want to go to Flora Street and forty minutes working time between Weber and East Flora."

"Thirty is all I can give you. Westbound coming. Engine 582 has until 5:40 p.m. between Weber and East Flora." Lines engine out and clears route to Flora Street.

"Dispatcher!"

"Sacramento Northern 652, Marysville, Lenius. Can I have an hour between West Marysville and West Tambo?"

"Be an eastbound there in twenty minutes, Lenius."

"Can I cross over at 346-B?"

"You can have fifteen minutes. Take the lock out."

"Lock's out."

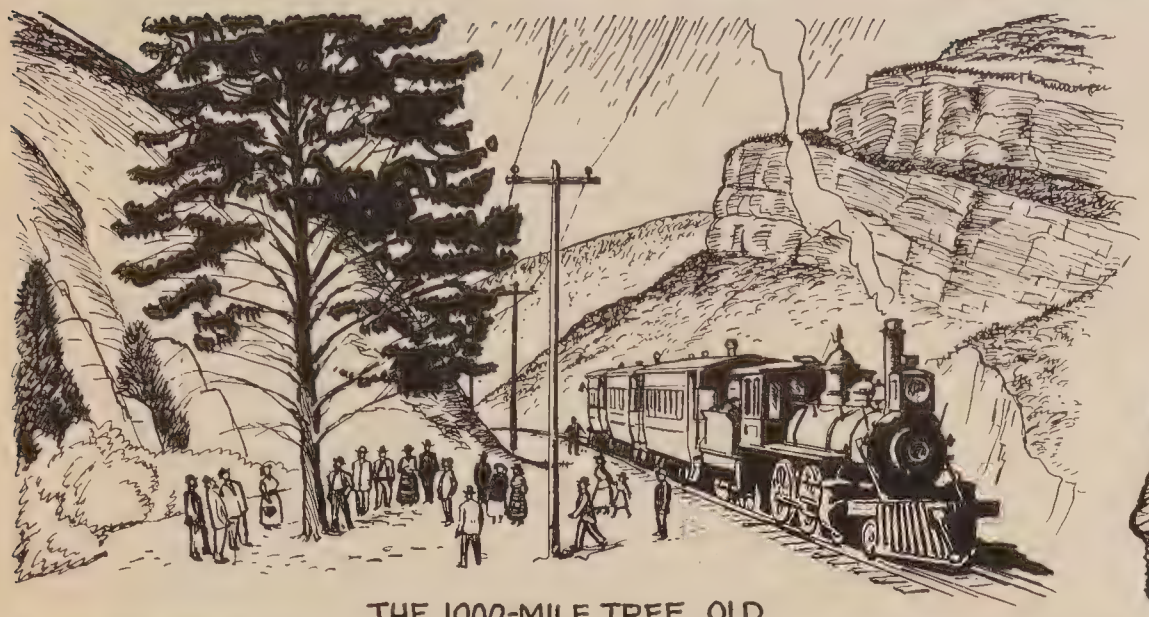
"Here you go." Throws switch and presses code button.

During this minute, the dispatcher has been keeping an eye on his trains, figuring meeting points, maybe making a meet, trying to see every changing light on the three sides of his board, putting down OS's on his train sheet, and checking his graph to see that he has missed nothing.

All of this is pretty confusing to the uninitiated. However, the dispatcher eventually becomes accustomed to the hubbub. In time, he can even sit and watch two trains meet without squirming out the seat of his pants, and eventually he gets to like the panorama of changing lights and the tinkle of the bells as trains hit the OS sections. The nostalgia he felt fades as he copies the reports of train delays. Trains really move, and delays are fewer than he ever expected to see. He's getting a job done. ●

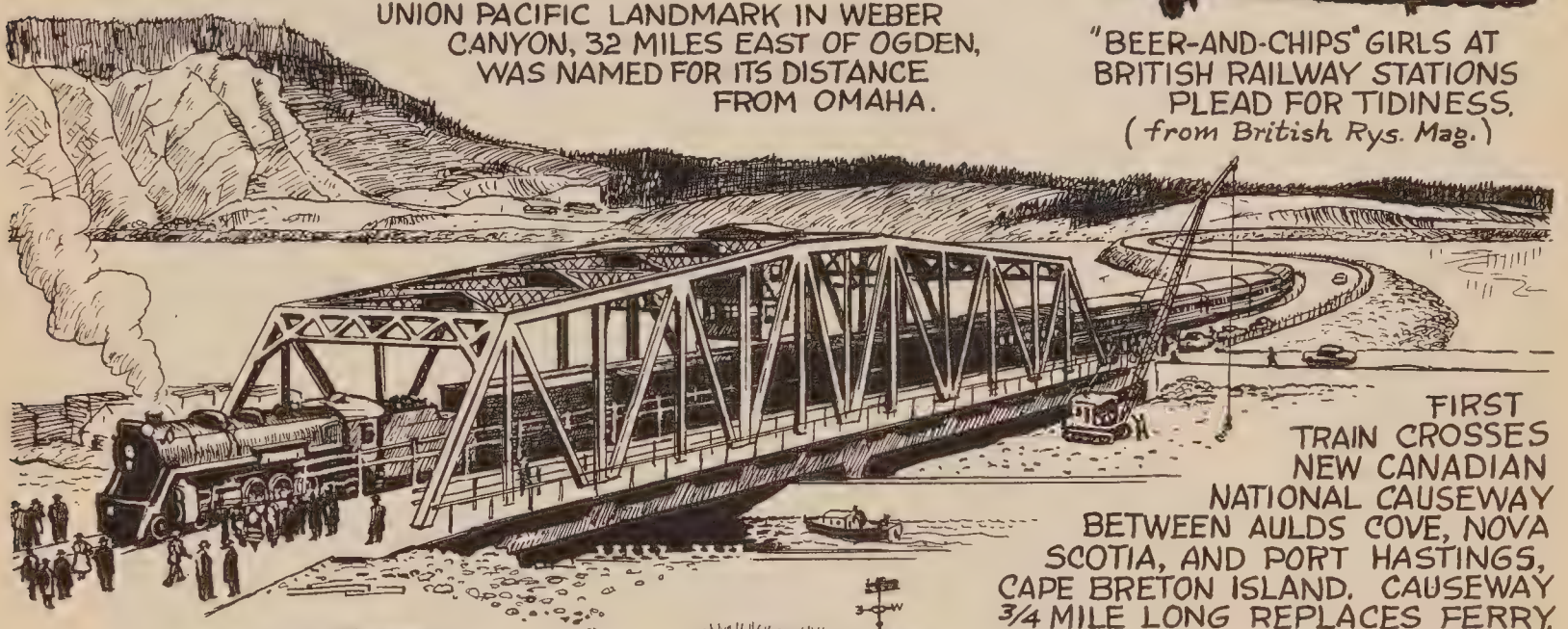
Along the Iron Pike

by Joe Easley

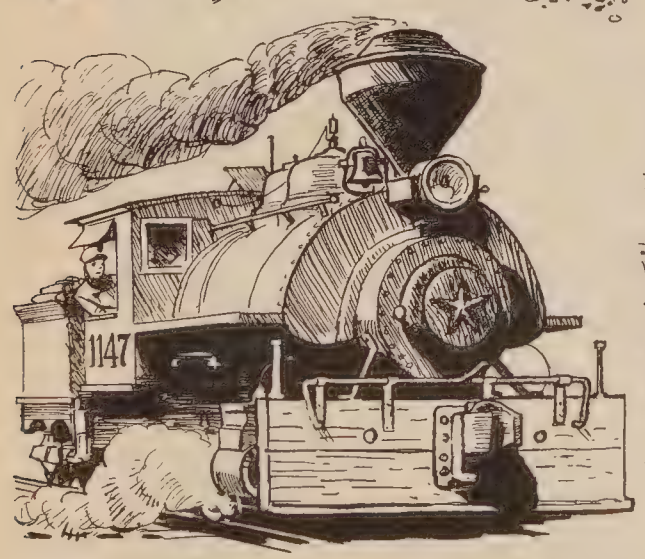


THE 1000-MILE TREE, OLD UNION PACIFIC LANDMARK IN WEBER CANYON, 32 MILES EAST OF OGDEN, WAS NAMED FOR ITS DISTANCE FROM OMAHA.

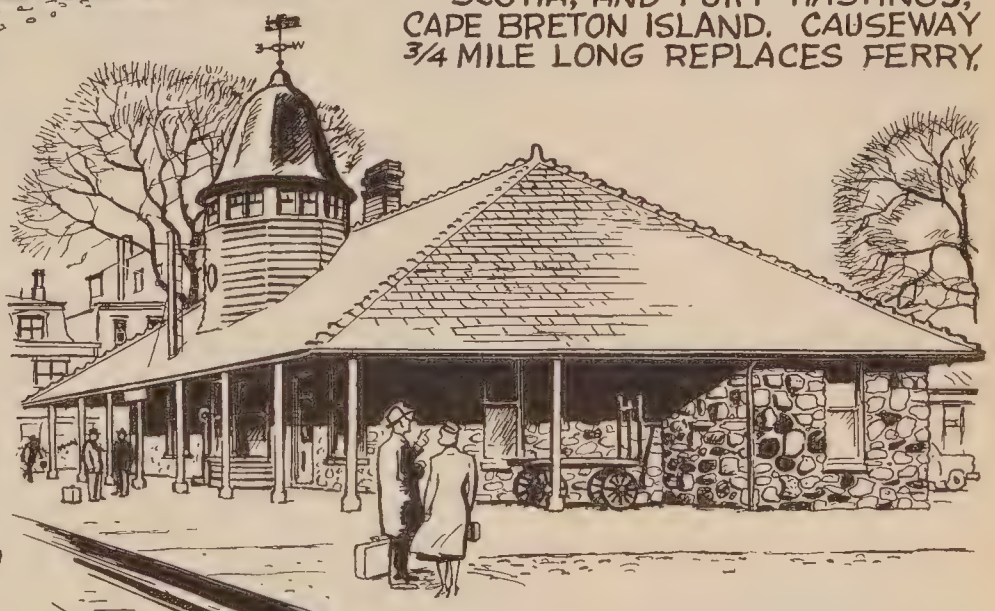
"BEER-AND-CHIPS" GIRLS AT BRITISH RAILWAY STATIONS PLEAD FOR TIDINESS. (*from British Rys. Mag.*)



FIRST TRAIN CROSSES NEW CANADIAN NATIONAL CAUSEWAY BETWEEN AULDS COVE, NOVA SCOTIA, AND PORT HASTINGS, CAPE BRETON ISLAND. CAUSEWAY 3/4 MILE LONG REPLACES FERRY.



WOODBURNER STILL IN SERVICE HAULS SCRAP STEEL FOR SOL WALKER & CO. AT TAMPA, FLA. BUILT BY VULCAN IRON WORKS, WILKES-BARRE, PA., IN 1907. IS SHE THE LAST WOODBURNER OPERATING IN U.S.A.? (*from W.A. Stansfield*)



WALLS OF UNIQUE BOSTON & MAINE STATION AT WEST MEDFORD, MASS., ARE BUILT OF STONES, MANY COLORS AND SIZES, FROM ALL 5 CONTINENTS AND BOTTOM OF PACIFIC OCEAN. (*from Jack Haggerty*)

© British Railways

Three-level crossing at Chesterfield, England. The former Lancashire, Derbyshire & East Coast runs on the top level, the North Midland on the center, and the Manchester, Sheffield & Lincolnshire (later the Great Central) on the bottom. Curiously enough, the bottom level was built last. All the lines are now part of British Railways.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

1

Question *Does the Norfolk & Western's steam-turbine-electric locomotive, No. 2300, the* Jawn Henry, *have a whistle or a horn?*

She has a five-bell, compressed-air chime whistle adjustable to five or six different tones. The extremely penetrating, rather low-pitched tone she now uses sounds somewhat like a steam whistle.

2 *How long is a locomotive day?*

It may be the full 24 hours or any fraction of that time.

3 *Tell me about the Illinois Central's Winfield branch that was sold recently to the Frisco.*

The 7.9-mile line wasn't a branch. Known as the Orphan Line because it didn't connect with the rest of the IC anywhere, the Winfield District hooked up with the Frisco at Winfield, Ala.

Back in 1884 when what is now the IC's Aberdeen District was built between Durant and Aberdeen, Miss., plans called for an extension beyond Aberdeen through Winfield to a point in northwestern Mississippi near the Tennessee River. In 1899, part of the projected line was built from Winfield to Brilliant. The coal field at Brilliant was expected to provide an economical and dependable source of coal for New Orleans and the Deep South.

Unfortunately the coal at Brilliant was high in quality but low in quantity, and so the link between Winfield and Aberdeen never materialized. During the years before World War I, the IC ran two mixed locals over the district, handling coal, passengers, mail, and merchandise, but as the post-war period advanced, service dwindled to a single local, and costs outgrew the revenue.

4 *How many torpedoes are placed on a track to signal an approaching train to proceed at reduced speed?*

Two.

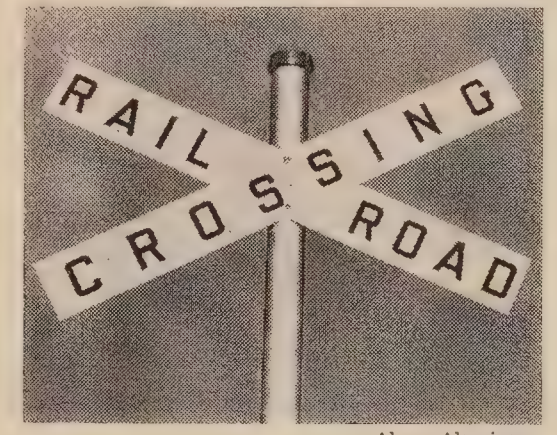
5 *How many railroads are there in the United States?*

At last report, a total of 662; 130 are Class I roads, with gross operating revenues of more than $1 million a year; 159 are Class II, with revenues of more than $100,000 but less than $1 million a year; 159 are Class III, with revenues of $100,000 a year or under; 214 are switching and terminal companies.

6 *Who originates waybills?*

The freight agent.

7 *Who is eligible for pension under the Railroad Retirement Act?*



Alcoa Aluminum

Newest type crossing sign, made of aluminum alloy, defies rust and corrosion. Alcoa make 'em, Milwaukee uses 'em.

All employes, 65 years of age or over, with not less than 10 years of service; 60-year-old women with 30 years of service; 60-year-old men with 30 years of service, who are willing to have their pensions reduced 1/180 for each month they retire before the age of 65; physically disabled employes who have 20 years of service or who are 60; employes physically unable to do any kind of work with not less than 10 years of service—on any American railroad.

8 *When were steel-frame passenger cars first used in the U.S.A.?*

September 2, 1903, in Illinois Central suburban service.

9 *Why don't railroads permit tickets to be sold through agencies as other forms of transportation do?*

It involves a 10 percent commission. Railroads gladly pay this on all-expense tour traffic wholly developed by tour agents, but they refuse to do so on traffic which they do not consider to have been developed by the tour agent. For that the railroad companies have their own regular sales force.

10 *What is an RB type of refrigerator car?*

One without bunkers.

11 *A history of the Atlanta & St. Andrew's Bay, please.*

The 82-mile Bay Line was conceived as a link between Atlanta and the Gulf of Mexico by the late A. B. Steele, a Georgia lumberman, with holdings south of Dothan, Ala. Steele laid his lightrail lumber line deeper and deeper in the direction of St. Andrew's Bay, Florida, and in 1905 let a contract to build it from Dothan to Cottondale, Fla. By 1908, the road was completed to the Gulf and on June 29, the first through train arrived in Panama City on St. Andrew's Bay.

When Steele died, Asa G. Candler, founder of Coca-Cola, took over the road, intending to extend it to Columbus, Ga., but Steele's son bought it back and sold it to the United Fruit Co., which intended to make Panama City the Gulf's great banana terminal—until competing roads got wind of the idea, that is, and slashed rates so that the project fell through.

In 1931, the road was sold to its present owners, the SAB Holding Co., a subsidiary of the International Paper Co., which has a large mill at Panama City. It carries passengers and freight.

12 *Are freight rates on coal usually based on short (2000 lbs.) or long (2,240 lbs.) tons?*

Short tons.

13 *Are there any steam locomotives still in service on the Bangor & Aroostook?*

No. But three are still in storage—No. 251, a 4-6-2 passenger type, and Nos. 400 and 403, 2-8-0 freight types. The 251 may be saved for display purposes, while the others will either be scrapped or held for standby service to industries along the line. The last BAR steamer ran July 29, 1952.

14 *On the average, how far does a ton of freight travel on U. S. railroads?*

433 miles.

15 *Every so often I see a pair of* Geep *switchers lettered T&I hauling freight on the Pennsylvania into Cincinnati. What's going on?*

Probably you saw two Detroit, Toledo & Ironton *Geeps,* labeled, not T&I, but DT&I. The DT&I and the PRR recently inaugurated a through freight service between Detroit and Cincinnati via Springfield and South Charleston, Ohio.

16 *Is it permissible to run two or more sections of a train on the same schedule?*

Yes.

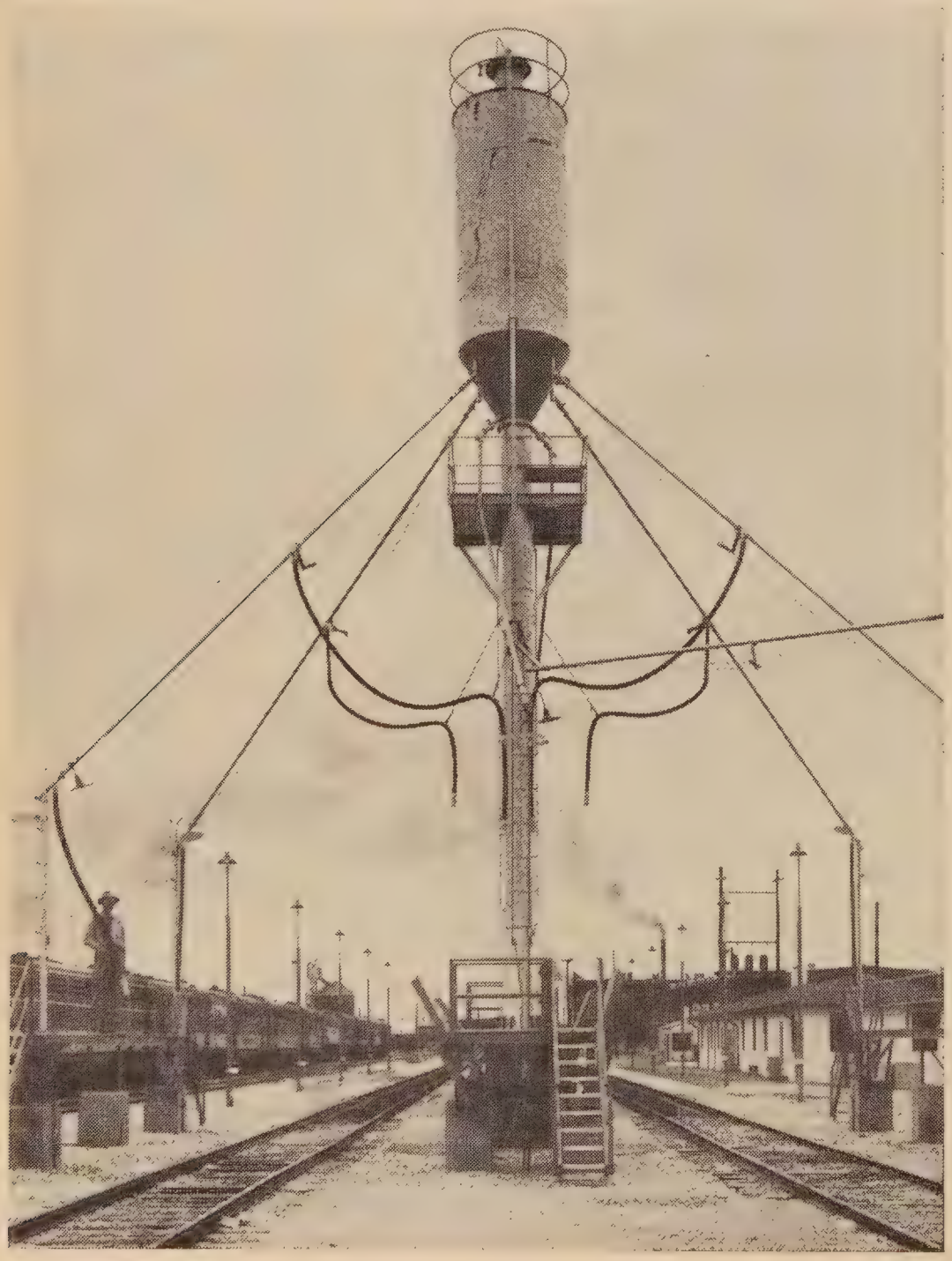
17 *What is a sand tower?*

A device for delivering sand to diesel locomotives. Sand, often ordinary sea sand, is blown by compressed air from a trackside sand drum to a central pipe where it is elevated to a dry sand tank, often capable of holding as much as ten tons.

Pipes extend at 45 degree angles from the tank, to which are attached flexible hoses for delivering the sand to the locomotive sand box. Used generally at larger terminals, such towers are designed to serve either one or two tracks, and with them a locomotive can be sanded in a minute. Sand towers are built by Ross & White Co., Chicago.

Ross & White Co.

Latest in diesel locomotive sand towers is this Ross & White Co. job. Self-emptying sand bin feeds into pipes and hoses extended out over the service track.



18 *What is the most common type of freight car?*

The box car.

19 *How many steam locomotives have been retained by the Texas & New Orleans (Southern Pacific Lines in Texas & Louisiana) since dieselization?*

Thirty-seven: 15 switchers and 22 freight locomotives. Switchers: S-13: 139, 141, 145; S-14: 839-840, 842, 844-846, 848-849; SE-3: 850, 852, 858, 861; Freight: M-10: 462-463, 474; C-9: 822; C-25: 895-896; Mk-5: 743, 745, 761, 769, 771, 774, 776, 786, 794; F-1: 954, 959, 961, 965, 971, 975, 982.

The switchers and the smaller freight engines are used in yard service at Lafayette, Lake Charles, and Avondale, La., and occasionally at Houston, Tex. The Mk-5 and F-1 types are held at Houston, Lafayette, and Avondale for peak traffic between Houston and Lafayette-Avondale. All are in use.

20 *Is there any correlation between railway employment and railway traffic?*

No. Employment reaches its peak during the summer when track maintenance is in full swing. Traffic reaches its peak in October when farm produce and coal and goods for the Christmas trade move to market in large volume.

21 *How many private railroad passenger cars are left in the U. S. A.?*

Two, the *Helma,* owned by Bruce Dodson of Kansas City, and *The Gold Coast,* owned jointly by Lucius Beebe and Charles Clegg of Virginia City, Nev. The latter was recently turned over to the Railway & Locomotive Historial Society but may be replaced.

Besides these, there are the car given to the Government by the AAR for the use of the President of the United States and those maintained by railroads and other companies for their own executives. Ringling Brothers and Barnum & Bailey Combined Shows, for example, have their own equipment.

22 *What railroad was the first to apply low-water alarms?*

The Norfolk & Western—to prevent boiler explosions.

Illinois Central Railroad

Jordan ditcher and spreader is a mechanical section gang. It contours the ballast shoulder, levels the berm, and cuts a side drainage ditch in one operation. Also it helps remove snow in winter. This one is on the Illinois Central.

23 *Why do railroad trainmen wear black ties, as a rule?*

According to legend, because a Pennsylvania conductor, Charles Rutledge, was assigned to the funeral train of President McKinley in 1901. For the occasion, Rutledge switched from his usual gay tie to a black one, and the custom caught on.

24 *What is the world's longest daily non-stop passenger run?*

The Elizabethan's 393-mile run between London, England, and Edinburgh, Scotland, on the British Railways.

25 *Which takes precedence in determining the superiority of trains—class, direction, or right by train order?*

Right by train order.

26 *Tell me about silk trains.*

Because silk produced in the Orient was sold in New York on a market where prices are subject to change, for decades silk trains raced across the continent in both the U. S. and Canada, reaching speeds never equaled even by crack passenger trains of their day.

The bales of silk were sealed in airtight, custom-built cars, especially designed to protect the costly cargo from thieves and moisture. Each car contained 47 bales of silk, valued at somewhere around $380,000, and so each 15-car train was worth about $16 million. The train's only passengers were its train and engine crews and armed guards.

Safety and speed were the watchwords. The trains ran without a schedule, but they had priority over everything on rails. The speed record was set on May 11, 1931, when a train running over the Canadian Pacific and the New York Central by way of Prescott and Ogdensburg reached New York only 3 days and 13 hours after leaving Vancouver, B. C. Silk trains have not been in operation since the war, presumably because of the increasing importance of nylon.

27 *What do you call freight separated from the waybill while in transit?*

Astray freight.

28 *What's this I hear about a record-breaking run between Washington and Chicago by RDC?*

Last Memorial Day weekend, three Baltimore & Ohio rail diesel cars made the 768-mile trip in a record 12 hours and 29 minutes. It was the first long-distance, high-speed test ever run with the light-weight, self-propelled cars, which are generally used in commuter service.

The daylight test over a difficult mountain route set a record for all railroads operating between Washington and Chicago. As a result, regularly scheduled long-distance RDC runs may be imminent.

The train left Washington at 6:45 A. M. EST and arrived in Chicago at 6:14 P. M. CST. It made an average speed of 61.4 miles an hour. No servicing was required, but there were two fuel stops and four other stops.

29 *What does ACY and PMcK&Y stand for on a box car?*

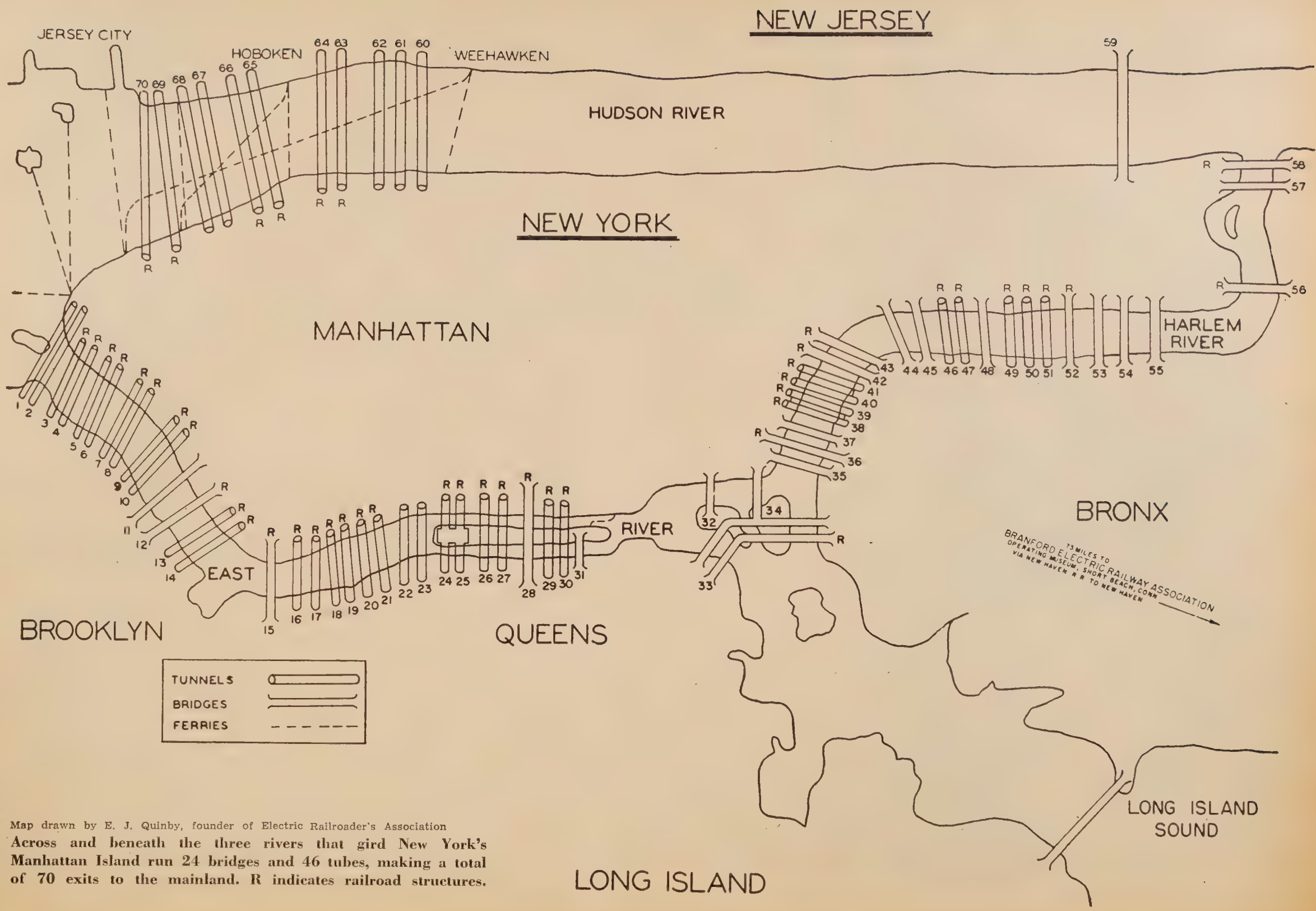
Akron, Canton & Youngstown, and Pittsburgh, McKeesport & Youghiogheney.

30 *In your recent item on the Italian State Railways ETR No. 300, what does ETR mean?*

Elettrotreno—Electric Train.

31 *Recently I saw a strange-looking Illinois Central work car, the X-9151, in Gibson City, Ill. What is it?*

A Jordan ditcher and spreader, manufactured by the O. F. Jordan Co., East Chicago, Ind. It is used primarily to contour the ballast shoulder, level the berm, and cut a side drainage ditch parallel to the track, all in one operation. It can also drag dirt out of a cut



Map drawn by E. J. Quinby, founder of Electric Railroader's Association

Across and beneath the three rivers that gird New York's Manhattan Island run 24 bridges and 46 tubes, making a total of 70 exits to the mainland. R indicates railroad structures.

Chicago & Western Indiana

Triple-decker crossing in Chicago is at West 40th Street. Here, reading from top to bottom, are the tracks of the Chicago Junction Railway, the Chicago & Western Indiana, and the Chicago Junction Railroad operated as a rapid-transit line by the Chicago Transit Authority. On the C&WI level we see the Wabash *Blue Bird* northbound from St. Louis.

and deposit it on the adjacent fill. In winter it removes snow and ice in yards and snow-blocked cuts.

32 *What was the world's first mountain-climbing railroad?*

New Hampshire's famed Mt. Washington Cog Railroad, still in operation today.

33 *Not long ago, I saw a dump car in the Southern Pacific's Bayshore yards labeled "Bay Point & Clayton Railroad 100." I thought this line, which the Navy took over during World War II for the Port Chicago ammunition depot, had been scrapped in 1953.*

It was. The car, which was later owned by the Cowell Cement Co., had been stored on their spur at Clayton. Sold to the A. D. Shader Co. of San Francisco, it was trucked to the Shader Co.'s spur and then sold to the McCloud River Railroad. The car was then shopped at SP's Bayshore Shops before being delivered to the McCloud River at Mt. Shasta, Calif.

34 *How many cross-river bridges and tunnels enter Manhattan?*

According to E. J. Quinby of the Electric Railroader's Association, 24 bridges and 46 tubes cross the three rivers surrounding Manhattan Island. These contain 91 vehicular traffic lanes, 59 railroad, trolley, or rapid-transit tracks (at one time there were 34 more, mostly trolley), and 19 pedestrian walks.

The 70 structures are as follows (numbers refer to map on page 34).

Across the East River:

To Brooklyn:

Battery vehicular tunnel (1, 2); IRT Joralemon St. subway, 2 rapid-transit tracks (3, 4); BMT Montague St. subway, 2 RT (5, 6); IRT Clark St. subway, 2 RT (7, 8); IND Fulton St. subway, 2 RT (9, 10); Brooklyn bridge (11); Manhattan bridge, 4 RT (12); IND Rutgers St. subway, 2 RT (13, 14); Williamsburg bridge, 2 RT (15); BMT 14th St. subway, 2 RT (16, 17).

To Queens:

PRR-LIRR 33rd St. tunnel to Sunnyside yards, 4 RR (18-21); Queens-Midtown vehicular tunnel (22, 23); IRT Flushing subway, 2 RT (24, 25); IND 53rd St. subway, 2 RT (26, 27); Queensborough bridge, 2 Trolley (28); BMT 60th St. subway, 2 RT (29, 30); Welfare Island Bridge (31); Ward's Island footbridge (32); Hell Gate bridge, Bronx to Astoria, 4 RR (33); Triborough Bridge to Bronx and Queens (34).

Across the Harlem River to the Bronx:

1st Ave. bridge (35); 2nd Ave. El bridge, 4 RT (36); 3rd Ave bridge (37); IRT Lexington Ave. subway, 4 RT (38-41); Park Ave. NYC bridge, 4 RR (42, 43); 138th St. bridge (44); 145th St. bridge (45); IRT Lenox Ave. subway, 2 RT (46, 47); 155th St. bridge (48); IND 8th Ave. subway, 3 RT (49-51); IRT (Former Put.) El bridge, 2 RT (52); High bridge (53); Washington 181st St. bridge (54); 207th St. bridge (55); IRT subway B'way bridge to Kingsbridge, 2 RT (56); Henry Hudson bridge to Spuyten Duyvil (57); NYC bridge to Spuyten Duyvill, 2 RR (58).

Across the Hudson River to New Jersey:

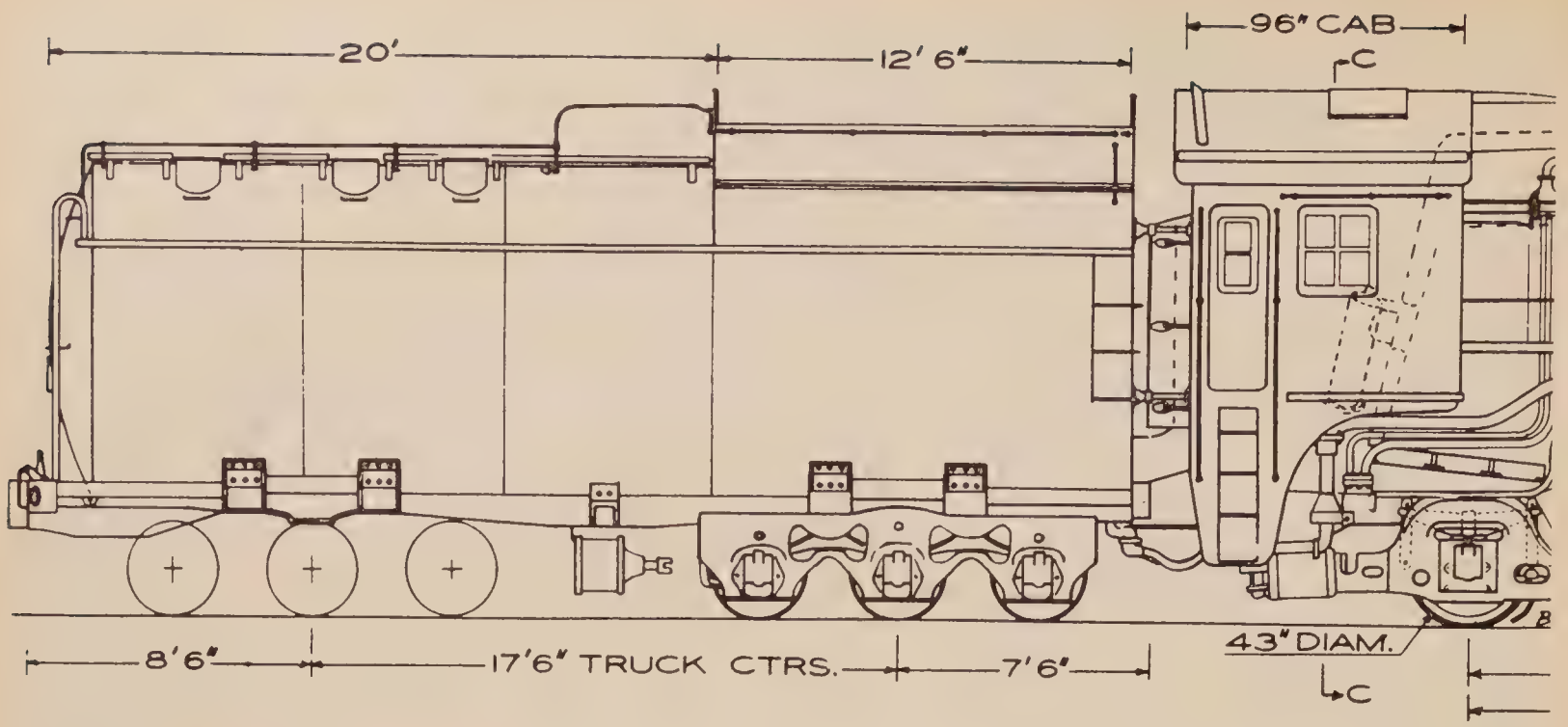
George Washington Bridge (59); Lincoln vehicular tunnel (60, 61); new Lincoln tunnel construction (62); PRR 33rd St. tunnel, 2 RR (63, 64); H&M Hudson tubes, Christopher St., 2 RT (65, 66); Holland vehicular tunnel (67, 68); H&M Hudson tubes, Courtlandt St., 2 RT (69, 70). Also, Con. Edison has 2 sets of underwater tunnels for gas and electricity mains, with miniature electric railways used for inspection and repairs.

35 *When was piggy-back service first introduced? Which railroads now have it?*

During the Civil War, army wagons were loaded on flat cars and moved by rail to and from the front lines piggy-back style. In December, 1884, the Long Island announced it would carry loaded farm wagons to the East River. In January, 1885, the first train with a consist of flat cars for the wagons, boxcars for the horses, and a passenger coach for the teamsters, rolled out of Albertson's Station on the LIRR's Locust Valley Branch. Around 1893 the service was abandoned.

The present piggy-back movement was initiated by the Chicago, North Shore & Milwaukee in 1926, and most large railroads have since adopted the idea, calling it by various names—TrucTrain, TOFC (Trailer-on-Flat-Car), and TOTE (Trailer-on-Train Express), to mention a few.

Australia has given the old idea a



Canadian National's T-2a class steam locomotives. Cylinders 29x32; drivers 57 inches in diameter; grate area 80.3 square

new twist and solved the ancient problem of transferring narrow-gage freight to standard-gage rails. Near Adelaide not long ago, narrow-gage tracks were laid on standard-gage flat cars, while a narrow-gage freight train was run in over them and piggy-backed 90 miles.

36 *What does the letter* s *against the name of a railroad station in a working timetable indicate?*

A regular stop.

37 *Are any T-2a class Canadian National Santa Fe types (Nos. 4100-4104) still in service in the Toronto area?*

No. According to the Upper Canada Railway Society, three of them are in storage, No. 4101 at Toronto, Nos. 4103-4104 at Stratford, and will be scrapped. Nos. 4100 and 4102 now operate out of Montreal. Built by the Canadian Locomotive Co. in 1924 for use in heavy transfer service between Danforth and Mimico yards on the east and west of Toronto respectively, the T-2a's were among the largest and most powerful steamers ever operated in Canada.

38 *Tell me about the microwave radio relay system. I understand it is in use on some Western railroads.*

The Santa Fe was the first road to use such a system, between Galveston and Beaumont, Tex. It provides multiple radio channels for telephone, telegraph, and printer (teletype) circuits, and eliminates the need for open-wire pole lines. The Santa Fe's 68½-mile microwave operation eliminated 315 miles of trackside wire. Three repeater stations are needed to relay signals between the terminals.

Microwaves, which are much like rays of light, are beamed from parabolic reflectors to fixed reflectors at the tops of the towers at other stations. The fixed reflectors are carefully adjusted to direct the radio beam to the next tower, because any object in the path of a microwave beam will stop it and reflect it in a new direction.

In repeater stations, the active parabolic antennas are located in the houses at the bottoms of the towers with the passive fixed reflectors at the tops of the towers.

Chicago Great Western

Flanger sign on the Chicago Great Western at the east switch near Fairbank, Ia.

39 *I noticed a star-shaped sign recently containing a white circle along the Chicago Great Western track about 2 miles north of Des Moines, Iowa. What is it?*

A flanger sign, installed to warn snowplow operators to raise the side flangers of the plows when approaching bridges, switches, and highway crossings which have fixed obstructions extending above the rails. The sign consists of a silver reflectorized scotchlite disc applied to a black star background.

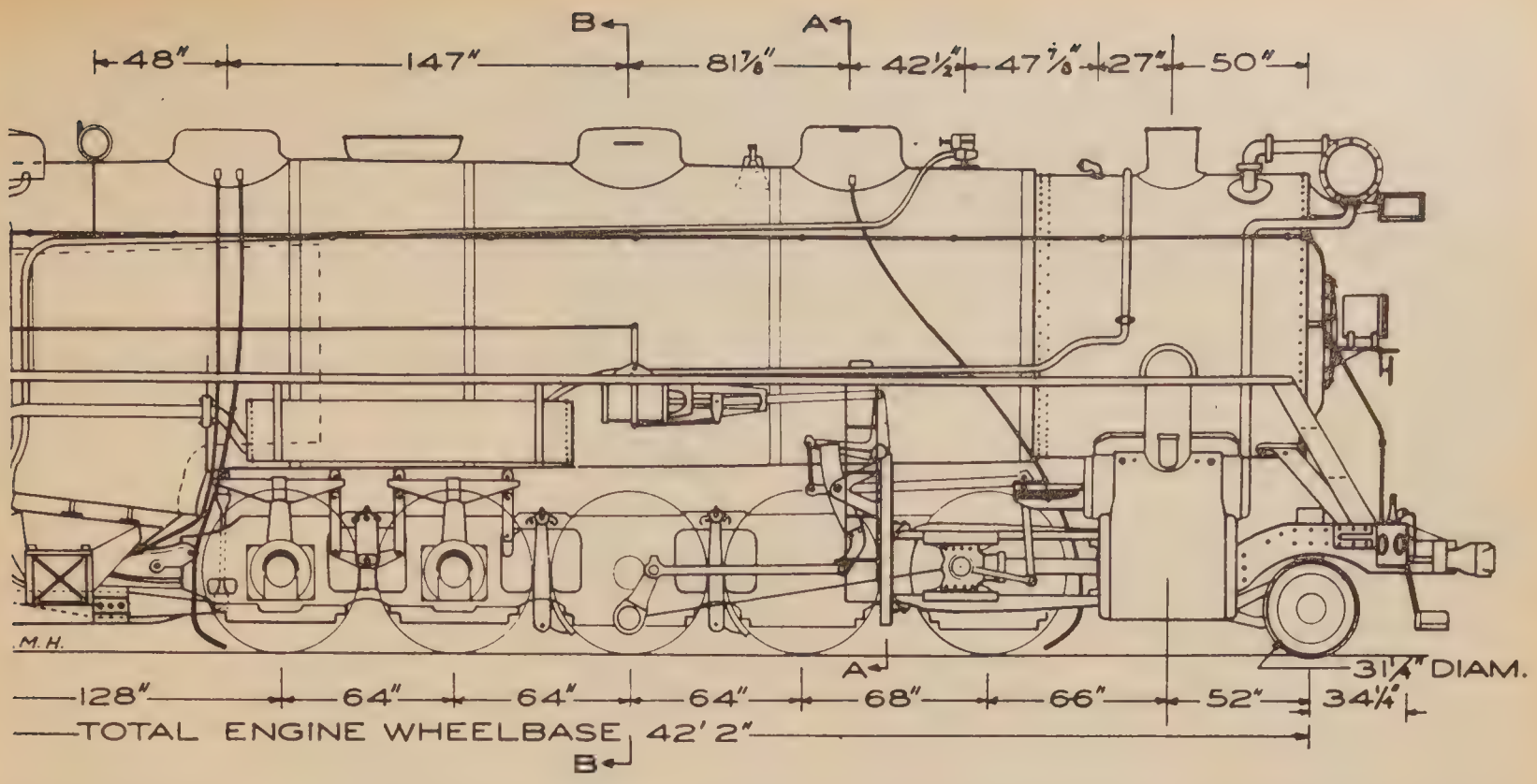
40 *What is a barney?*

A mechanical mule, generally used to haul coal cars up an incline.

41 *What are the ten biggest railroads in the U. S. A.?*

Depends what you mean by big. The ten longest are, according to latest AAR figures—Santa Fe, 13,098 miles; Southern Pacific, 12,445; New York Central, 10,710; Milwaukee Road, 10,641; Pennsylvania, 10,037; Union Pacific, 9,813; Burlington, 8,841; Great Northern, 8,288; Rock Island, 7,921; and Chicago & North Western, 7,873.

The ten with the highest net income (noted in millions) are—Pennsy, 38; NYC, 35.2; Santa Fe, 35.1; Chesapeake & Ohio, 33.3; SP, 31.6; Southern, 22.4;



Upper Canada Railway Society

feet; engine weight 360,000 lbs.; tractive effort 80,625; (with booster 91,735); Walschaerts valve gear, Schmidt superheater.

Baltimore & Ohio, 20.7; UP, 19.2; Norfolk & Western, 15.8; and Illinois Central, 14.5.

Only five of the longest are among the top ten money-makers.

42 *How about a roster of the Utah Railway?*

The road owns 5 steam locomotives —No. 4, a 2-8-0 built by Alco in 1910 (cylinders: 21x28, drivers: 51, boiler pressure: 185, weight: 343,015, tractive effort: 38,070); Nos. 102 and 104 built by Baldwin in 1917, both 2-10-2's (29½x30; 63; 200; 589,375; 70,450); No. 108, a 2-10-2 built by Baldwin in 1923 (29½x30; 63; 200; 631,820; 70,450); and No. 201, a 2-8-8-0 built by Baldwin in 1917 (26&41x32; 57; 210; 713,820; 103,000)—and four Alco RSD-4 diesel-electrics, Nos. 300-305, all built in 1952 (cylinders: 9x10½; wheels: 40; weight: 360,000; horsepower: 1600; tractive effort: 72,000). The diesels are grey with red stripes.

43 *Why did the Union Pacific buy an electron microscope?*

To permit faster and more accurate study of new materials used in railroading and to help in studying problems involved in the use of metal alloys and lubricants. The device can magnify elements up to 12,000 times their normal size—which is to say, under the microscope you'd appear 15 miles high.

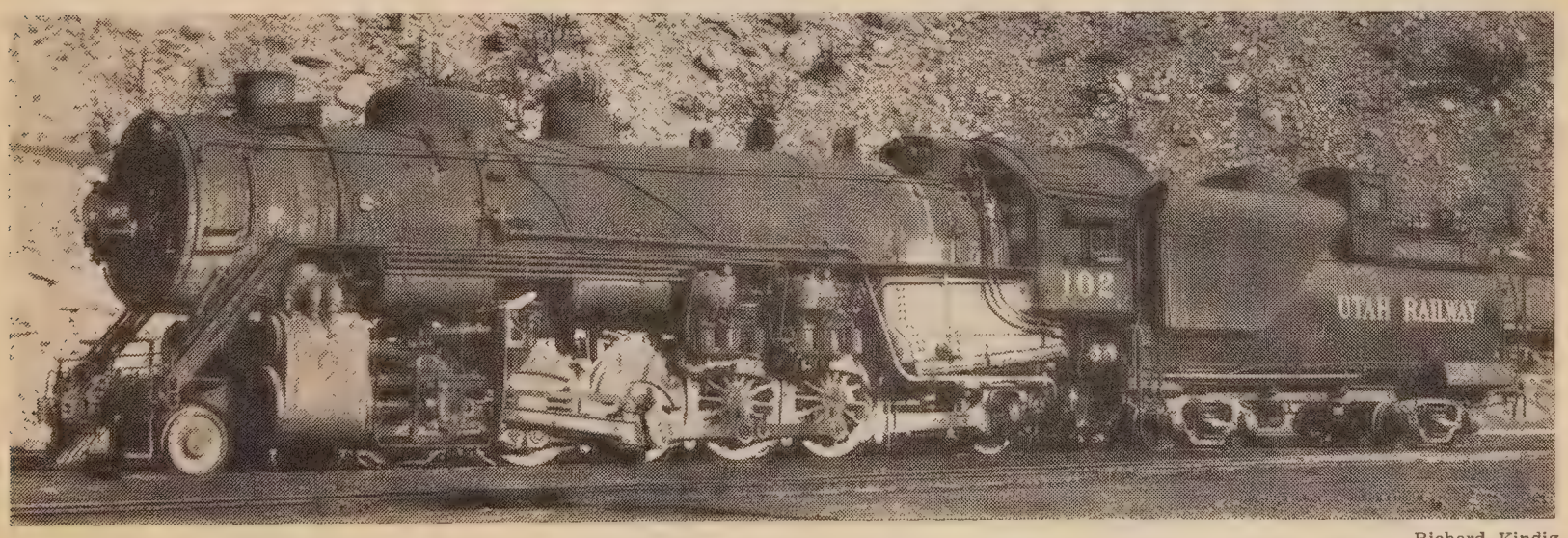
44 *Is an extra superior or inferior to a regular train?*

Inferior.

RUNNING EXTRA

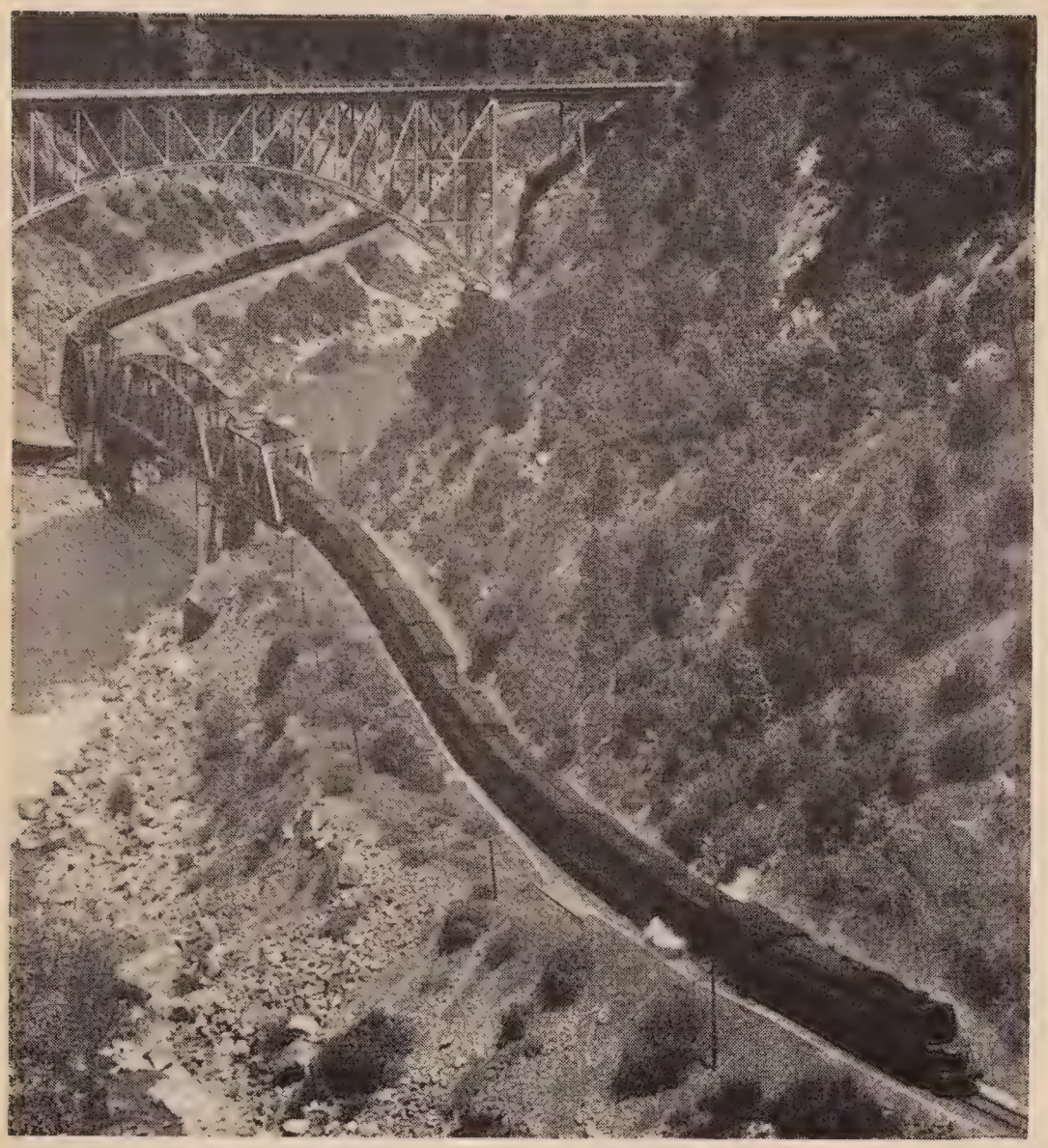
CAR BUILDERS. Says Sy Reich, 92 St. Mark's Place, New York City: "In your Oct. '55 list of American locomotive and car builders you omitted the Pressed Steel Car Co. (freight and subway cars), the Clark Equipment Co. (PCC's and subway cars), Westinghouse Electric (electric and gas-turbine locomotives), and the Vulcan Iron Works (industrial switchers). Budd, Pullman-Standard, and St. Louis Car also build subway cars.

"You might have mentioned in your



Richard Kindig

Santa Fe type No. 102 on Utah Railway poses for her picture at Helper, Utah. Built by Baldwin in 1917, she's a big baby, weighing 589,375 pounds, with tractive effort of 70,450 pounds. No. 104, a sister engine, is identical.



Western Pacific No. 255 snakes through Feather River Canyon near Pulga, Calif.

Tom Hollyman, Chesapeake & Ohio Railway

C&O switchman lines 'em up on Pere Marquette District, Grand Rapids, Mich.

item on the N-X interlocking machine that the largest is in the Pitkin Ave. yard of the New York City Transit Authority."

"NOT LONG AGO near Queretaro, Mexico," writes W. P. Grant, 1420 Madison Ave., Oxford, Miss., "I saw a freight car lettered 'Anderson, Clayton & ——' My train flashed by before I could read the rest. Who can identify this road? Or is it a railroad?"

"DOWN IN PARIS, Ark., lies a small, rusted 4-6-0 engine with the name *Subiaco* on her tank," writes L. D. Moore, Jr., 21 Rowan Place, *Cradock Gardens,* Portsmouth, Va. "Can anybody tell me about this pike?"

NEVADA-CALIFORNIA-OREGON historian David F. Myrick, 263 Filbert St., San Francisco, Calif., wants to hear from anyone having N-C-O information and photographs.

WORLD'S LONGEST 3-foot gage in 1880 was not Utah & Northern, as reported in the October issue. Roy Snodgrass, Apartado 92, Monclova, Coah., Mex., says, "The Nacional de Mexico, running between Nuevo Laredo and Mexico City, had some 800 miles of 3-foot gage before it was standardized in 1901. I remember riding it myself in 1899."

Arthur C. Davis, 7323 Balcom Ave., Reseda, Calif., says, "Records taken from old D&RG timetables show 421 miles of narrow-gage trackage between Denver and Grand Junction."

Wayne Lincoln, 930 Acoma St., Denver, Colo., writes, "The U&N had 466 miles of narrow-gage track, including about 42 of third rail on the Northern Pacific, not 290 as you say. I'm pretty sure the Texas & St. Louis had well over 500 before it became standard gage. The Toledo, Cincinnati & St. Louis had 777 miles in 1884, and the D&RG over 1000 in 1882."

L. S. PAXTON, Earle Hotel, Grand Rapids, Mich., says the 1.5 mile long railroad grade on the north side of the river at the eastern end of the Royal Gorge is the one the Santa Fe built during the famous Royal Gorge War.

ANSWERING a request for information on the blizzard of '88, Paul W. Tilley, retired Santa Fe yard clerk, 10109 S. Stanford Ave., Los Angeles, Calif., points out that the subject was

D. G Edwards, Rail Photo Service

On the Southern Pacific's High Sierra line this big AC cab-in-fronter is a mid-train helper on a long freight nearing Donner Summit. These mighty Mallets are gradually vanishing from the SP's massive and far-flung system.

discussed in articles in two old issues of *Railroad Magazine:* "36 Below Zero" (March, '39) and "All Markers Lost" (Feb., '50).

WHO wants to buy a narrow-gage railroad? Hervey Long, R.D. 5, Lancaster, Pa., will sell ¾ mile of 20-inch-gage track, gas-driven passenger car, 3 trailers, 5 switches, etc., for $1500.

"WHERE can I buy sound recordings of engines and trains in action?" asks Warren Umpleby, Meridian, Idaho.

"SOME OF THE FIRST train orders I ever copied on the Burlington, Cedar Rapids & Northern (now part of the Rock Island) used conductor's names," writes retired dispatcher Joseph H. Orvis, Estherville, Iowa. "One of them dated August 3, 1898, reads:

Address to: LYON, No. 67, "Gd"
Lyon No. 67 sixty-seven, Eng. 183, and Misener Extra South, eng. 123 will meet at Livermore.—W.L.R.

"The orders were signed by Will L. Rammage, chief dispatcher at Estherville under whom I started dispatching in August, 1902. I believe this system was followed until shortly after the Rock Island took over in June, 1902."

R. H. McConnell, retired D&RGW agent telegrapher, Box 486, Rte. 1, Iowa City, Ia., writes, "The BCR&N used this method for both regular and extra trains. Extras during the earlier years of operation were called wilds."

S. J. Alexander, Box 217, Manhattan, Mont., says, "Prior to 1918 the Milwaukee Road was using the name of the conductor on extra trains to identify that train in all orders.

"Prior to 1918 a conductor had to show or shout his train identification. At night he might shine a light on his handsomeness. If in doubt, day or night, an 'identy' was shouted to the other train involved in a train order—'Steel!' or 'Sterling!' The system worked very well—with few misunderstandings.

"I am now working a branch-line agency. This station has an old train-order signal that I think was quite common on the CB&Q 50 years ago. We used to call it the 'Swift' signal. I was always curious about that. It throws a red-stop or clear in both directions, strictly two position—both directions." Who knows anything about it? ●

New York City Transit Authority

The fabulous *Mineola* rests today on a New Jersey farm. With luck she'll be restored by the Branford Electric Railway.

MINNIE WAS A LADY

The World's Only Private Subway Car Was the Pet Project of August P. Belmont, Who Built an Underground System for America's Largest City

by E. J. QUINBY

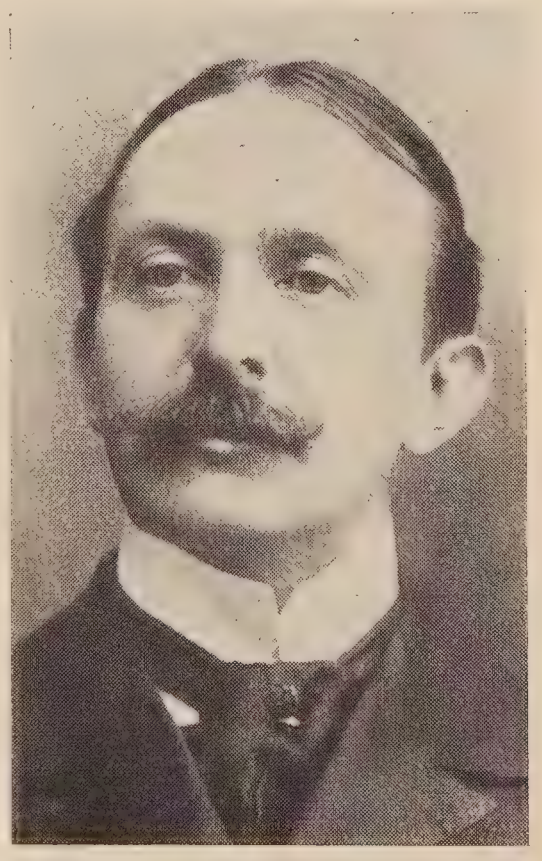
WITHOUT taint of scandal, it may now be told. The railroad tycoon August P. Belmont had a sweetheart, and her name was *Minnie*.

A born aristocrat, she was raised in luxury. People admired her scarlet costume and bright gold trim. They regarded with pleasure her Empire adornments, her silver service, and her plush comforts. They agreed that the colorful leaded stained glass enhanced her beauty.

The proud August kept his lady in proper style, sparing no expense to show her off. A white-coated waiter, in answer to push-button calls, served *Minnie's* guests with rare imported wines and caviar and the like.

Maybe you've guessed it by now. *Minnie* was a private and palatial subway car, and her real name was *Mineola*.

Belmont was famous in his day. He acquired control of New York's Manhattan Elevated Railway and retired its puffing little Forney locomotives in favor of complete electrification in 1903. It was Belmont who, after years of unsuccessful efforts to do so with municipal funds, financed the original subway system for the city—the Interborough Rapid Transit—and combined it with his Manhattan Elevated lines to form one, integrated, city-wide transit system.



Subway tycoon August P. Belmont. His transit visions swept New Yorkers off their feet and into his subway cars.

Belmont also built the New York City Interborough, a trolley line that started in Manhattan at 155th Street, crossed the Harlem River to traverse the Bronx, and recrossed the Harlem River to 181st Street, Manhattan. The ride cost only a nickel, with a three cent transfer, if desired, to the Elevated at 155th Street or to the subway at 181st Street. The first four-motor trolleys to appear in New York were built to negotiate the steep Ogden Avenue hill on this line.

It was Belmont who built the tun-

nels under the East River at 42nd Street to bring his Long Island trolleys right into Grand Central. Having completed these tubes and equipped them with overhead trolley wire, he acquired a fleet of all-steel, multiple-unit trolleys for the through service between Grand Central and Flushing. Political obstacles prevented continuation of this service after the opening demonstration runs, and the tubes, idle for years, filled up with river water. But eventually the service was established, and Belmont's Interborough subway trains began using these tunnels for the run to Flushing.

It was August P. Belmont who built the Pelham Bay Monorail line, from Bartow station on the New Haven to City Island. Although decades ahead of its time, it foreshadowed the modern systems now being designed for Los Angeles and other big metropoli. Belmont was daring and progressive, a man of action who had the financial resources to carry out his visionary plans. When he got behind a project, bankers were ready and willing to put up the necessary money.

In those days, the Grand Central area was the real vortex of teeming New York City. As the Interborough Subway construction progressed up Fourth Avenue, it became necessary to curve the line westward across 42nd Street to reach Broadway at Times Square, whence the line was to continue up Broadway. But the big heavy subway trains could not negotiate a sharp street corner as trolleys could, and it was clear that the line would have to "cut across lots" in making the bend. The alert August, who was way ahead of the planning engineers, had already acquired the strategic property on the southwest corner of 42nd Street at Fourth (now Park) Avenue. So he sold the desired curved underground segment to the Interborough corporation, reserving rights to build what he wanted to above ground at that point. What he wanted to build, and what he did build, was the Belmont Hotel. In its basement appeared the "circular" bar, designed to fit inside the radius of the subway curve. It quickly became a popular rendezvous. The Belmont has vanished now, but the line across 42nd Street still remains as the Shuttle.

AUGUST BELMONT was a bon vivant of the first order. One of his hobbies was race horses, and he acquired quite a stable of fine-bred steeds. It was he who established Belmont Park out on Long Island near Mineola, with its splendid track, commodius stables, and a big grandstand. There he also built a sumptuous clubhouse, and when the Long Island Rail Road was electrifying its commuter lines, he arranged with them to extend a spur right into his Belmont Park for the benefit of race fans.

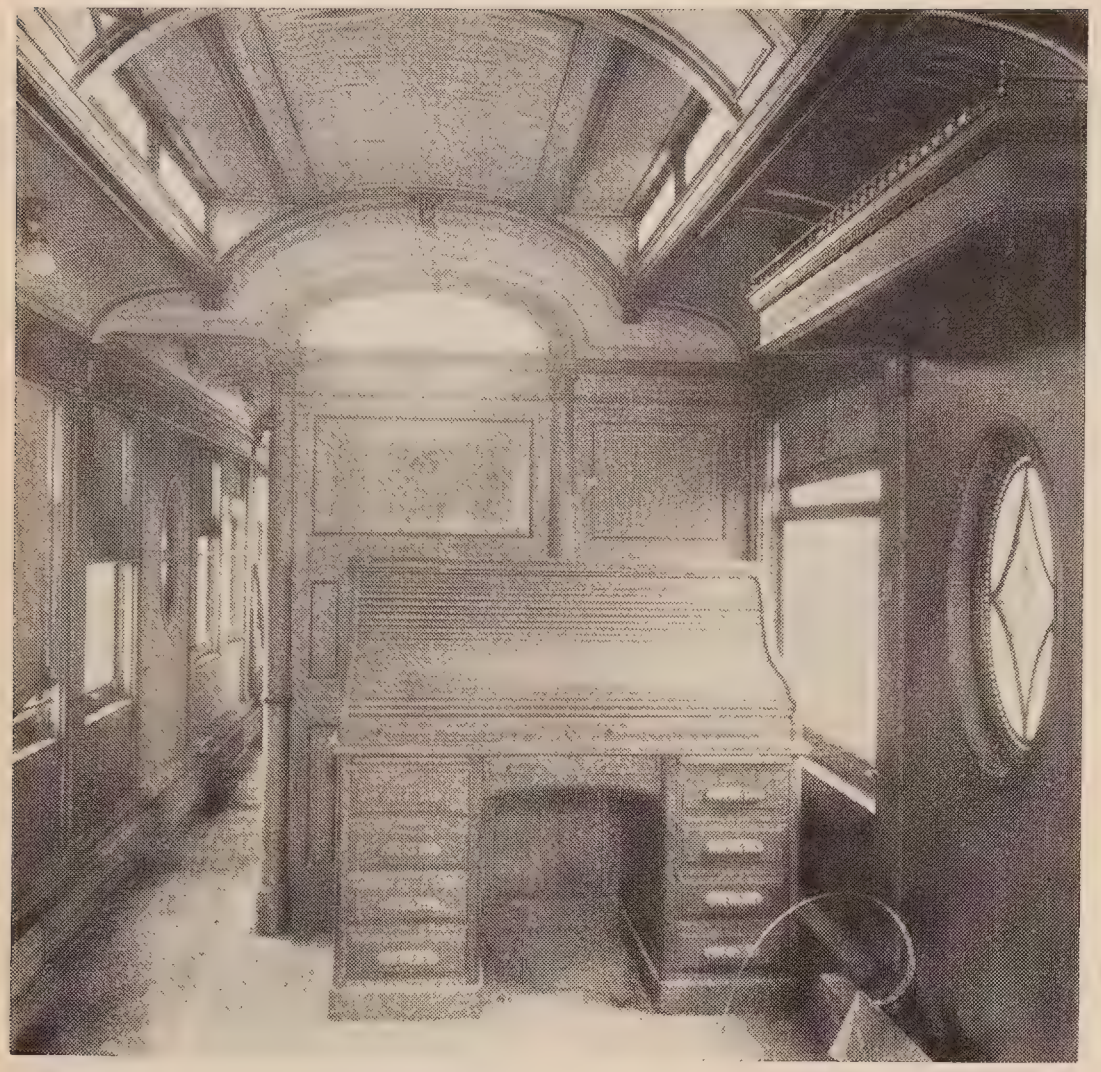
One day Belmont called in his engineers of the Interborough subway project, and sprang a surprise on them that captured their imagination. August wanted a private subway car. Presidents of other railroads enjoyed the facilities of a private car, why not Belmont too? Wasn't he entitled to the same consideration? It was quickly agreed that this was quite in order, and with the cooperation of the Wason Car Company of Springfield, Massachusetts, plans and specifications were promptly drawn up. The result was the most handsome item of rolling stock that has ever traversed a subway line.

The *Mineola* emerged as a beauiful vehicle, with an interior trim of natural mahogany, artistically inlaid. Curved plate-glass windows to fit the bumper contour, extended from roof to floor at each end, providing an unobstructed view of the line ahead and behind. There was an oval stained-glass window in each side. Between the two large compartments at each end, the interior contained a corridor which bypassed the steward's galley and the lavatory, both completely equipped with hot and cold running water. The galley contained an electric grille and an electric oven, as well as a refrigerator, a pantry and a well-stocked wine locker. A nickel-plated electric coffee urn with a faucet was installed to provide hot coffee on tap at all times.

T. F. Rahilly

Author Quinby and wife Margaret visit *Minnie* in her rural retreat in New Jersey.

One of the large end compartments contained an upholstered settee, placed against the bulkhead, while the other end compartment contained Belmont's private roll-top desk, also against a bulkhead. The arched Empire ceiling was tinted a pistachio green, with fine gold trim. To fit this contour above the bulkheads, decorative stained glass panels were installed. A set of folding glass doors at each end could be adjusted to form a booth for the motorman, off to the right, where he and the controls could be enclosed without obstructing the view ahead. Individual



New York City Transit Authority

Belmont's desk still rests against the mahogany bulkhead. Once the decor was lush, with an arched green and gold ceiling, broadloom carpeting, and stained glass.

chairs stood on broadloom carpet. Portable tables could be set up by the steward upon request.

In addition to the decorative lighting fixtures, there were polished brass gages and meters arranged where Belmont could observe the speed, the air pressure, the voltage, and the current. *Mineola's* exterior was as distinctive as her interior. She was finished in glossy maroon, with gold leaf striping and lettering. Along the letterboards, she bore the inscription INTERBOROUGH, while along her sides beneath the belt-rail, she bore the name *Mineola,* also in gold.

The Interborough subway construction crossed the East River near South Ferry to reach Brooklyn, and the line was extended out to the Flatbush-Atlantic Avenue terminal of the newly electrified Long Island Rail Road. Here Belmont made a deal with the Long Island to put in a connecting switch. There was a reason. The same reason prompted installation of a private door leading into the Interborough Subway from the basement of the Belmont Hotel. *Minnie* had an important role to perform.

When the proud August had made all the necessary preparations, he organized his first trip to the Belmont Park establishment via electric railway right from his Belmont Hotel. His select party of guests met in his private chambers up in the hotel, and when all was ready, Belmont led them into an elevator and took them straight down to the basement. Maybe they paused at the circular bar, but this would not have been really necessary, for *Minnie's* steward was expecting them. Through the secret passage, Belmont led his surprised guests, right into the luxurious private car. When all were comfortably seated and all the doors were shut, August waved a signal, and they were off to the races! The steward served champagne as they raced downtown along the express track. As they plunged beneath the East River, the steward passed the caviar. When *Mineola* reached the Long Island terminal at Flatbush-Atlantic Avenue, the towerman had the switches all lined up for her, and the Belmont party rolled right through the Long Island terminal, and out over the line through Brooklyn. Soon they were racing along past lush fields and green trees. They eased through the busy junction at Jamaica, and when the palatial private car reached the race track spur, it was switched right into the grounds, and came to rest at the Clubhouse where the affable Major Domo awaited them. *Minnie's* first trip to the race track was a great success. Re-iced and re-provisioned, she stood patiently until the meet was over that day, and brought the party swiftly back to the Belmont Hotel at Grand Central.

Thereafter, *Minnie's* popularity increased and her fame spread amongst the elite. Mayor McLellan was often her guest. So were Lillian Russell, Diamond Jim Brady, Theodore P. Shonts, Frank Hedley, Frank Shepard, Frank Sprague, the Astors and the Vanderbilts.

Belmont took *Minnie* on inspection trips over his Interborough system. She served on many important occasions as the scene of important private conferences in which sizable business deals were consumated. But when Belmont passed to his rewards, *Minnie* was shunted into the backshop, where she reposed while the transit scene underwent radical changes. When space came at a premium, *Minnie* was given a tight shroud of canvas tarpaulins, and shifted to a corner of the yard, out in the weather up at 149th Street & Lenox Avenue.

STARVING on the five cent fare which the city refused to increase, the Interborough proprietors finally threw in the sponge, and the City of New York took over the property, straightway raising the fare to ten cents, then to fifteen. Most of the old-timers on the line had either retired, died, or moved off to greener pastures, and *Minnie* became the forgotten car.

Then one day some representatives of the new city administration became

inquisitive about that curious enshrouded object over in one corner of the 149th Street yard.

"Wonder what's under those covers, Mack?"

"Maybe it's just another wreck that was never repaired, and they wanted to conceal the bad publicity from view," suggested the other. "Let's rip off the covers and see what we've inherited here." And that was how *Minnie* came to light in recent years.

"We can't use that thing in revenue service. What good is it?"

"No use to us. Let's scrap it or sell it to a Junkie."

So it came to pass that one Schiovoni, dealer in scrap, acquired the magnificent *Mineola*. He had the good sense not to put her to the torch, however. He removed the trucks, couplers, and under-body gear, and sent *Minnie* out to a friend of his who owned a farm in New Jersey. "Papa Gioscia can use that thing for a chicken coop, or something," he mused.

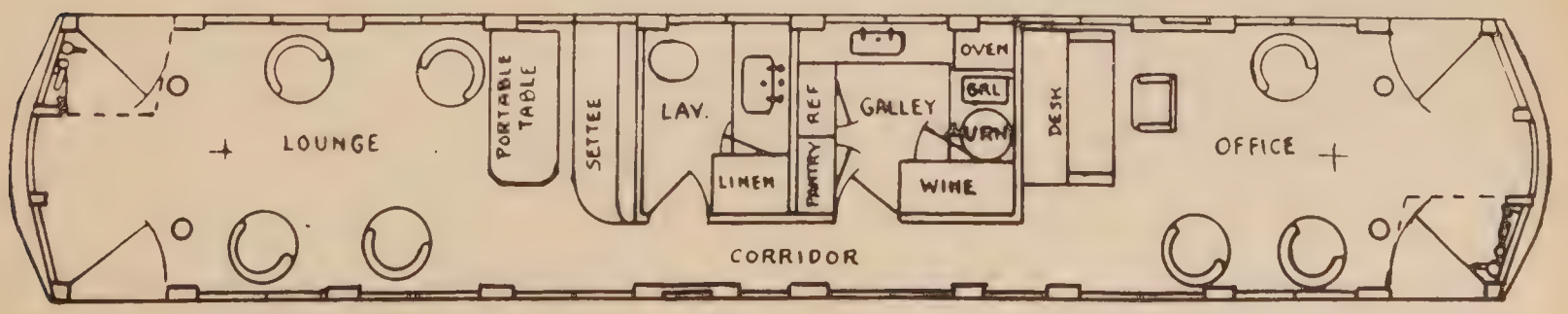
But when *Minnie* arrived at the farmstead on a low-bed truck, Papa Gioscia took one admiring look at her, and decided that she should be his own private retreat, where he could get away from his noisy grandchildren, to smoke and read.

Belmont's transit empire. Heavy line traces *Minnie's* route via the Long Island Rail Road to Belmont Park. Belmont tunnels are now part of IRT Flushing line.

So *Minnie* was mounted on concrete foundations under her body bolsters, and Papa Gioscia enjoyed privacy in her aristocratic appointments for several years. Now he, too, has passed to his rewards. And *Minnie* waits, amid serene surroundings.

In the official roster of the Interborough Rapid Transit, the *Mineola* was listed as Wooden Car No. 3344. (No. 3350 was the IRT's first standard all-steel car.) In the beginning, the Interborough subway had composite wooden-steel-copper motor cars and trail cars, but later acquired steel motor cars which were mixed in trains with others. Eventually the Commission ruled that for safety's sake, all composite cars should be eliminated from subway service. So the composite cars emerged to operate on the newly built express tracks of the elevated lines, where they are still in operation.

If present negotiations are successfully completed, *Mineola* will live to run again. She will be re-equipped with proper trucks, brake rigging, and so on, will be completely rehabilitated, and will carry admiring guests over the museum line of the Branford Electric Railway near New Haven. Over 50 years of age, the old girl is still in good shape, and with a little beauty parlor treatment, she could stage a grand come-back, and should be almost as glamorous as she ever was. *Minnie* is still a Lady. ●



Floor plan of the *Mineola*—the most handsome piece of rolling stock that ever traversed a subway line.

A TRUE TALE

LINK and PIN

by HUGH E. BUTLER

as told to HERBERT G. MONROE

Today the Memory of That Vanished Time Comes Flooding Back—Those Days of Hand Brakes and Hickory Sticks, the Flat-Topped Crummy Stove, and Engine Brass

TO MOST PEOPLE, the War between the States means the tattered flags, the bugles, the rush and clash of embattled armies. But to me it was a grim contest between a handful of railroad men and what always seemed like the whole Northern Army. My father, Hiram A. Butler, worked for the Western & Atlantic during the War, and what I know of it I heard from him.

He was there when the *Texas* chased the *General,* after Andrews and his men had stolen her, halfway to Chattanooga, and a year later, when the retreating Federals destroyed nearly the whole line, it was he and the maintenance-of-way crew who put it back together again. He was there too in 1864 when General Sherman moved down from Chattanooga to pluck Atlanta and the heart from the Confederacy.

After four years of war, the W&A had an assortment of fifty-odd engines, all badly in need of repair, but to the hard-pressed Confederacy they were worth their weight in gold, and so, when the struggle for Atlanta began, the W&A abandoned its line and sent all its machinery, records, and equipment out of the doomed city.

Dad loaded his family and their household goods into two boxcars and took them along. The best engines were selected to pull the others, and the trains of equipment began rolling in two sections southward along the Macon & Western. For nearly a year, Dad and the other men played hide-and-seek with the Yankees on the Macon & Western and the Central of Georgia. When they made a long stop, the men laid tracks into the piney woods, set the family cars up to suit the womenfolk, and took up the rails again behind them.

Once, when a band of cavalry attacked the trains near Jonesboro, some of the Yankees cut off the engine of the second section, opened the throttle, and jumped off. The engine thundered on down the line toward a family car, on the end of the first section, where Roadmaster Dooly's mother-in-law lay ill. Dad saw the engine coming and leaped into the car, gathered the old lady in his arms, and jumped clear a moment before the crash. The car was demolished and the engine badly damaged, but Dooly's little dog came yelping out of the wreckage a moment later, scared but unhurt. Confederate cavalrymen soon drove the Yankees away.

After the surrender in 1865, W&A equipment returned to Atlanta under control of the United States Military Railroads, and Dad took his family over to the old home at Acworth. But a few months later, he was back on the job, as track supervisor, helping rebuild the road he had helped finish only a few years before.

The Western & Atlantic was in ruins. Because of fire, neglect, or damage, there was scarcely an operable engine or car left in Atlanta, save those few fugitives that had come back with Dad. The shops were a shambles. Eight miles of rail had disappeared near Chattanooga. Between Dalton and Resaca pine and poplar saplings had sprung up between the rotten ties. Elsewhere the line had been patched together with old burned rails, U rails, and whatever came to hand. Eight depots were in ashes, nearly all bridges had been destroyed, woodsheds had vanished, and watertanks leaked like sieves. Dad and his men scoured the country for rails, using anything and everything that came to hand. It wasn't neat, but they managed to get the trains running again.

No wonder, with such talk filling the house, my father's four sons turned out to be railroad men. When he retired in 1907, after 58 years of continuous service, three of us were engineers and the fourth, myself, was a conductor.

I WENT to work for the railroad in 1885, just before I turned 18. My brother-in-law, B. A. Fite, agent for the newly completed East Tennessee, Virginia & Georgia, at Dallas, Ga., gave me a job as check clerk and general flunkie around the depot. I didn't stay there long. About three months after I started, the "Eat Taters, Vegetables, and Greens," as the ETV&G was sometimes known, began to replace the temporary pine-pole construction trestles, which still spanned several gorges in the mountains around Dallas. These were three and four deck affairs, some as much as a quarter of a mile long, and they had the annoying habit of swaying when the line's little engines crawled across them.

The skipper of the materials train was a man named Morgan. We took a liking to each other, and when he needed a flagman, I asked him to let me go to work for him.

Morgan thought a moment. I knew that he was sizing me up.

"There's lots of wild animals back in them mountains," he said. "Think you can stay out there with 'em?"

I thought I could, and he put me to work. During the next two years we rebuilt or filled in a hundred or more trestles along the line. It was quite a life, sleeping in the caboose and eating at boarding houses, hotels, and country stores along the line. The boarding houses and hotels were all right, but at the stores you generally filled up on crackers and cheese. When we reached Macon finally, the train was taken off, and I found myself out of a job.

I went home, and with my experience on the ETV&G behind me I landed a berth on a work train on the Western & Atlantic, where Dad was then roadmaster. I acted as night watchman and minor repair man, but my principal job was to keep a night train sheet for the conductor while he was sleeping, so we'd be sure before starting out that all overdue trains and sections of others had run.

We didn't have any train orders or dispatchers in those days, but we managed to keep moving. Trains were listed entirely by printed schedules, and when a man fell behind, he was really in trouble. Southbound trains

OPPORTUNITIES FOR EVERYBODY

Publisher's Classified Department (Trademark)

For classified advertising rates, write to William R. Stewart, 9 South Clinton Street, Chicago 6 (Men-Bi—F.-Mar.) 6

BUSINESS OPPORTUNITIES

HOW AND WHERE to obtain money. Many ways to use your time to make big money. How I started with $28 and built assets over half million dollars. Complete information postpaid $2.00. Money-back guarantee. Particulars free. Business Consultants, 5853 N.E. 2nd Avenue, Dept. "G", Miami 37, Florida.

PLATE BABY SHOES, jewelry, gifts. Bronze and colored pearl. Free catalog. Krafto, Box 73136, Los Angeles 3.

$200 WEEKLY CLEANING Venetian Blinds. Free book. Burtt, 2434DD, Wichita 13, Kansas.

BUY WHOLESALE, 25,000 Items. Catalog 25c. Matthews, 1474-G5 Broadway, New York City 36.

PERSONAL

BIZARRE, EXTREMELY UNUSUAL stories. Damsels in distress. Three fascinating, illustrated stories, $5.00. Illustrated catalog of other exciting offers with order. Schwarz, Box 316A, Great Neck, New York.

"INVITATION TO DANCE" Illustrated Story; Bizarre high-heeled Whip-wielding damsels. 8 episodes $5.00. Illustrated bulletin $1.00. Gargoyle, Box 478-MB, New York City 10.

UNUSUAL READING, FASCINATING, revealing. Illustrated booklets 10-$1. Catalogue 10c. Kogan, 1032-BM, Church Annex, New York 8.

FOREIGN & U.S.A. JOB LISTINGS

"FOREIGN, ALASKAN, USA, Jobs!!" Million Americans Employed Overseas! Latest Reports. Who to Contact for Highest Paying Jobs. To $1500.00 Monthly. Laborers-Trades-Truck Drivers-Office-Engineers-Others. 52 Countries-St. Lawrence Project, Spain, Latin America, Northern Projects, Etc. Year Exclusive Advisory Service. Application forms. Unconditional Money-Back Guarantee. Only $2.00. Airmailed $2.25. (COD's Accepted). International Reporter, St. Louis 1-JA, Missouri.

JOBS TO $1500 Monthly. All Trades. South America, The Islands, U.S. Fare Paid. Application Forms. Free Information. Write Dept. 72N, National, 1020 Broad, Newark, N.J.

OF INTEREST TO MEN

IN SPARE TIME at home, complete high school with 59-year-old school. Texts furnished. No classes. Diploma. Information booklet free. American School, Dept. X218, Drexel at 58th, Chicago 37, Illinois.

75 PRINTED NOVELTIES (kind Men like) $1.00. Nicom, Box 1375, San Antonio 5, Texas.

LOANS BY MAIL

BORROW $50 TO $500. Employed men and women, over 25, eligible. Confidential—no co-signers— no inquiries of employers or friends. Repay in monthly payments to fit your income. Supervised by State of Nebraska. Loan application sent free in plain envelope. Give occupation. American Loan Plan, City National Bldg., Dept. BC-2, Omaha, Nebraska.

EDUCATIONAL OPPORTUNITIES

PHYSICAL THERAPY PAYS Big Profits. Learn at home. Free catalog. National Institute, Desk 12, 159 East Ontario, Chicago 11.

MUSIC & MUSICAL INSTRUMENTS

SONGS—SONG POEMS wanted by large recording company. Music Makers, Box 2507A, Hollywood, Calif.

HOME STUDY TRAINING

ELECTRIC APPLIANCE SERVICE. Free Booklet. Appliance School, Box 73136, Los Angeles 3.

BOOKS & PERIODICALS

FREE ILLUSTRATED HYPNOTISM Catalogue. Write Hypnotist, 1324 Wilshire, Los Angeles 17W, California.

MONEY-MAKING OPPORTUNITIES

EARN AT HOME with assignment we send. $20-$50 weekly possible. Other self employment offers listed. Free details. Maxwell, Dept. 90-12, Cleveland 14, Ohio.

MAKE $25-$50 WEEK, clipping newspaper items for publishers. Some clippings worth $5.00 each. Particulars free. National Plans, Box 81-H, Knickerbocker Station, New York.

INFORMATION WORTH DOLLARS. Yours for Quarter. Wolfe, 8106-G South Park, Chicago 19.

AGENTS WANTED

STRANGE "DRY" WINDOW Cleaner. Sells like wild. Replaces messy rags, liquids. Simply glide over glass. Samples sent on trial. Kristee 131, Akron, Ohio.

EARN UP TO $250.00 per week soliciting delinquent accounts. Metro, Box 5887, Kansas City 11, Missouri.

WHOLESALE CATALOG—25c. Pictures $75,000 Merchandise. Worldwide, Box 12-W3, New York City 60.

DETECTIVES

LEARN CIVIL AND Criminal Investigation at home. Earn steady good pay. Inst. Applied Science, 1920 Sunnyside, Dept. 139, Chicago 40, Ill.

FINGERPRINTING COURSE $12.00. Diplomas awarded. Details Free. Alabama School of Fingerprinting, Box 185, Fairfield, Alabama.

SALESMEN WANTED

ADVERTISING BOOK MATCHES—cash in on big demand; sell Union Label matches. Cuts for all businesses and political parties. Free powerhouse selling kit, low prices, protection guaranteed on repeat orders. Cash commissions. Superior Match Co., Dept. G-256, 7530 Greenwood, Chicago 19.

INSTRUCTION

YOU CAN TRAIN for U.S. Civil Service tests! Men-women earn more. Steady work. Pass next exams. Many jobs open. Experience often unnecessary. Free 36-page book shows requirements, salaries, sample coaching. Write Franklin Institute, Dept. K-49, Rochester, N.Y.

BE A REAL Estate Broker. Study at home. Write for Free book today. GI Approved. Weaver School of Real Estate, 2016K Grand, Kansas City, Missouri.

MOVIE FILMS & EQUIPMENT

FREE! BLACKHAWK'S BIG sale catalog new and used 16mm., 8mm. films; 2"x2" color slides; used 16mm. sound projectors. Biggest stock in USA. Blackhawk Films, 1206 Eastin, Davenport, Iowa.

WANTED TO BUY

HIGHEST CASH FOR Old Gold, Broken Jewelry, Gold Teeth, Watches, Diamonds, Silverware, Spectacles. Free Information. Rose Refiners, Heyworth Bldg., Chicago 2.

MALE & FEMALE HELP WANTED

EARN EXTRA MONEY Selling Advertising Book Matches. Free sample kit furnished. Matchcorp, Dept. GH-2, Chicago 32, Illinois.

HEALTH & MEDICAL SERVICE

RELIEVE ACHES, PAINS of common arthritis, bursitis, rheumatism with Zilliam Tablets $3.00. W. Z. Laboratory, Coulterville, Calif.

OF INTEREST TO WOMEN

SEW? HOMEWORKERS NEEDED. No charge for materials. Adco, Bastrop, Louisiana.

OLD COINS & MONEY WANTED

WE PURCHASE INDIANHEAD pennies. Complete allcoin catalogue 25c. Magnacoins, Box 61-FE, Whitestone 57, N.Y.

THE PIPE SMOKER'S DREAM COME TRUE

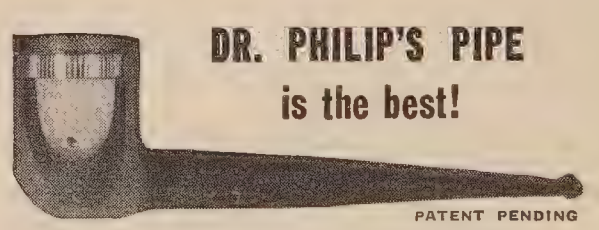
Every Pipeful Proves . . .

- NO BREAKING IN!
- READY-MADE CAKE!
- DOUBLE COOLING ACTION!
- CANNOT BURN THROUGH!
- FEATHER-WEIGHT!
- FLAT BASE, WILL NOT TIP!
- FINEST QUALITY IMPORTED BRIAR!
- INTERCHANGEABLE CERAMIC FILTER BOWLS!

The ideal pipe for the STEADY SMOKER and especially the NEW SMOKER. Smokes dryer, cooler, cleaner. Ceramic bowls are interchangeable. Each pipe comes with FOUR extra bowls!

SHORT SMOKE MODEL ONLY $4.50
LONG SMOKE MODEL ONLY 5.50
(Both come with four extra bowls)

If not satisfied that this is the most amazing pipe you have ever owned, return within ten days and your money will be refunded!



DR. PHILIP'S PIPE is the best!

PATENT PENDING

QUALITY BAZAAR

Box 683 Grand Central Station, New York 17, N. Y.
Please send me postpaid . . . . Dr. Philip's pipe (s).
I enclose $.....to cover the cost of the pipe I have checked below.
☐ SHORT SMOKE MODEL plus 4 EXTRA BOWLS @ $4.50
☐ LONG SMOKE MODEL plus 4 EXTRA BOWLS @ 5.50

NAME.....

ADDRESS.....

CITY.....Zone....STATE.....
(Sorry, no C.O.D.'s)

Nashville, Chattanooga & St. Louis Railway

Baldwin engines 195 and 199, built in 1893, were doubleheading on Centreville branch of NC&StL when this shot was taken at Allen's Creek, Tenn., 56 years ago. "Ghost" seated on boiler of 199 moved while camera shutter was open.

had right-of-track over northbound trains of their own class. Generally, at meeting points, trains of the same class waited 15 minutes for delayed trains, and then proceeded without a flag on a 15-minute-late schedule, until they met the overdue train. Inferior trains waited indefinitely, unless some passing train relayed word from the delayed superior train that it was safe to move. Freight trains ran in sections, indicated by red, rather than green, signals on their engines, and our work train took siding for them. No extras could be run unless a printed schedule was delivered to all trains before they left their terminals, and when our work train lost out on its schedule, in order to move we had to put a brakeman on a passing train with orders to notify all trains he met that we were following and to await our arrival.

We lived on the work train. The caboose had a four-lidded, flat-topped coal and wood stove with a large oven, a huge cupboard, and a fifty-pound icebox. We supplied our own dishes and cooking utensils, and the conductor hired a cook at $12 a month plus board, the crew chipping in to meet household expenses—generally around $4.65 a month. Our cook didn't have to visit farmyards at night to hold down the grocery bill, and he served up food just as good as you could find anywhere.

Every Sunday, while Jimmie Haggie, our engineer, tinkered around with the machinery, making minor adjustments and repairs, the fireman, who at that time was my half-brother Martin, went to work on the little eight-wheeler with waste saturated in kerosene. When the engine went into the sidetrack the night before, Martin had smeared the hot brasses with tallow to make them easier to clean. He used kerosene and waste on the brass too—and there was plenty of it on her cylinders, dome, handrails, boilerhead, and flagstaffs. After rubbing the metal with dry waste, he polished it with powdered rotton stone until it shone like the sun. When this was done, there were the running gear, the links and blocks and frames, and other odds and ends to be taken care of. Martin spent most of his spare time cleaning up. He didn't have much choice. Most engineers insisted that their engines be spotless, and some bragged that you could run a handkerchief over the running gear without soiling it.

After two years on the work train, I got the main-line blues and looked up Dave Wiley, the general yardmaster in Atlanta, and asked him for a job. That was how I became rear

brakeman for Captain George Kendrick on the 5, the "head" day freight, leaving Atlanta for Chattanooga every morning at five o'clock. It was a hotshot, handling through cars only, but it took us twelve hours to make the 137-mile run. No. 9, the local, left behind us, while No. 7, which handled merchandise cars, left Atlanta in the afternoon. Companion runs were scheduled out of Chattanooga at the same hours.

A few years later I was flagging on William Hackney's 535, a freight engine of Civil War vintage, which the company had rebuilt for passenger service. While I was on the 535, we handled President Harrison's special. This was in 1891, not long after the Nashville, Chattanooga & St. Louis leased the Western & Atlantic.

We picked up the Presidential special in Chattanooga. When the big Southern Railway ten-wheeler delivered her to us, her engineer remarked, "He'll never start 'em with that little coffee pot." But Hackney laid down sand and started smooth as silk, without slipping even once.

Every precaution was taken to protect the special over the line. In Chattanooga, all crossings were guarded, and trains ahead of us went into the sidetracks a full hour before the special was due. Switches were not only locked, but spiked down.

At Kennesaw, the special paused while the President visited the Kennesaw Battlefield, and some cannon, mounted on a flatcar, began firing the twenty-one-gun Presidential salute. The cannon preceded us into Atlanta, firing the salute at intervals along the way. Stopping only for coal and water, we made the run in three hours and fifteen minutes. Pretty fast for those days, and we could have beaten that, but for the delay at Kennesaw.

IN THOSE days, some roads had three brakemen on their freight trains. They needed them, but the W&A had only two. Braking was a tough and dangerous job. Extra trains were run as sections of trains already scheduled, and one train generally kept in sight of the other. At a stop, flagmen had to hit the ground in a hurry to flag the following section.

MEAT CUTTING Offers YOU SUCCESS And SECURITY

In The Best Established Business In The World • PEOPLE MUST EAT!

TRAIN QUICKLY in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs, year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

LEARN BY DOING AT NATIONAL

Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

PAY AFTER GRADUATION

Come to National for complete 8 weeks course and pay your tuition in easy installments after you graduate. Diploma awarded. Free employment help. Thousands of successful graduates. OUR 33rd YEAR!

FREE CATALOG—MAIL COUPON

Send now for big new illustrated National School catalog. See students in training. Read what graduates are doing and earning. See meat you cut and equipment you work with. No obligation. Send coupon in envelope or paste on postal card NOW! G.I. Approved.

NATIONAL SCHOOL OF MEAT CUTTING, INC.
Dept. AD-14 Toledo 4, Ohio

National School of Meat Cutting, Inc.
Dept. AD-14, Toledo 4, Ohio
Send me your FREE School catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats. No obligation. No salesman will call.
Name ..... Age.....
Address .....
City ..... State.....
Approved for training Korean Veterans

EARN to $1500 MONTHLY

Work in fabulous So. America, The Islands, Africa, U. S. A., or other foreign countries. All Trades, Labor, Clerical, Drivers, Mechanics, Engineers, etc. Many benefits. Tax-free earnings. Chance to travel. Fare paid if hired. Make and save a fortune. Application forms. Opportunities for women also.

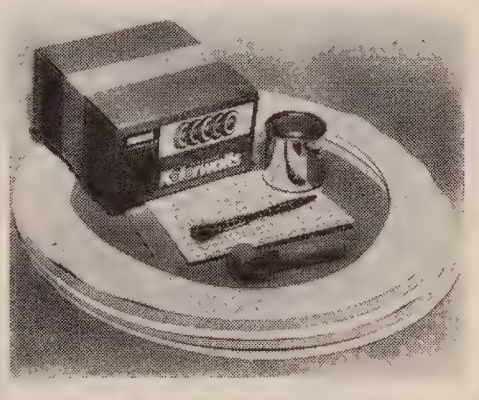
For free information Write Dept. 73 W
NATIONAL EMPLOYMENT INFORMATION
1020 Broad, Newark, N. J.

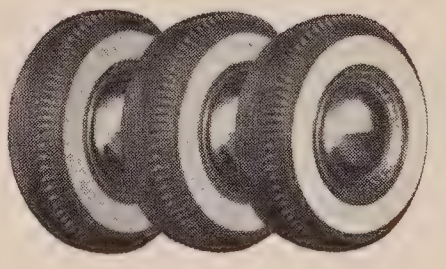
RELIEF FROM EPILEPSY!

Learn about treatment for epileptic attacks! Write today for free information regarding control of these spells.

Lakewood Neurophen Co., Station A,
Dept. MG-1, Cleveland, Ohio

do it yourself
Kolorwalls





COMPLETE KIT CONVERTS ANY 15" OR 16" TIRES TO NEW KOLORWALLS IN MINUTES!

NOT A PAINT 100% PURE LATEX RUBBER RINGS
IN WHITE • BLUE • GREEN • YELLOW • PINK
ATTACH EASILY . . . STAY ON PERMANENTLY

Here they are by popular demand: do-it-yourself kits to convert your present tires to white or colored sidewalls in minutes. These 100% latex rubber Nu-Way Kolorwall rings come in gleaming white, sky blue, sea-foam green, dazzling yellow, shocking pink . . . there's an eye-catching color to match or harmonize with every car. Now's the time to add colorful new tire beauty to your car.

KOLORWALLS
SUITE 2005
205 EAST 42nd ST.
NEW YORK 17, NEW YORK
Enclosed is ☐ $11.95 for kit of 4 Kolorwalls (☐ $14.95 for 5)
☐ Blue; ☐ Yellow; ☐ Green; ☐ Pink.
☐ 9.95 for kit of 4 Whitewalls (☐ $11.95 for 5).
☐ 25% Deposit, balance C.O.D. (Check color above).
Add 3% Sales Tax in Calif.
NAME _____
ADDRESS _____
STATE _____ ZONE ____ CITY _____

Outside of snow and ice and frost on the tops, collisions between parted trains were our greatest danger, and killed many good men. Some breaks occurred, as you'd expect, when the old link-and-pin couplings snapped under the strain of pulling hills, but most of them took place when the slack ran in on the engine and the pins hopped out or broke.

We did everything we could to keep the slack under control. Head brakemen rode the caboose, going to the engine only to open switches at meeting points. As the engine approached the top of a down grade, the head brakeman went over the cars to the middle of the train and took his station at a brake wheel. The flagman got ready at the caboose wheel. The engineer whistled "down brakes" as the engine started down the hill, and both brakemen started swinging on the wheels with strong hickory sticks, working forward toward the engine. In this way they managed to let the slack close in gradually, without slamming into the little hog.

In those days it was more important for the brakemen to know the road than the engineer. There were many short hills and dips on the W&A, and you had to get the brakes on at the right moment or you'd have a break or a runaway on your hands and maybe a disaster on some sharp curve.

Controlling slack was our main problem. On broken grades, unless the brakemen were alert, cars ran in on the engine with terrific impact, breaking pins and often damaging cars. To complicate things even more, you sometimes had to get the brakes off in a hurry so as not to slow things up when the engineer widened his throttle for a run at the next hill. Doubling trains over hills was often the result of slow brakemen on the decks.

Though air brakes came into use around 1900, it was several years before you got more than three or four air cars on a train, and breaks continued to occur between these and the "dummies" behind them. As the number of air cars increased, brakemen were called up to man the hand brakes fewer times each trip, and the day finally came when there were enough air cars to hold the train on any grade, but break-in-twos and collisions continued as before.

In 1905, while I was serving as traveling conductor, a position similar to trainmaster today, an electric doorbell gave me an idea for a device that, with luck, would let a conductor know when his train had broken in two. Set up on a board, the contraption could be hung at either end of the caboose cupola. Two batteries were attached to the bottom of the board, with an ordinary electric doorbell at the top. Between the two, a sliding, non-conductor block, held firmly between two brass coil springs, was connected to a small lever at the side of the board. A piece of heavy cord, attached to the lever, stretched back over the the roofs of the dummy cars to the last air car. If the train parted, the cord would jerk the block from between the springs to complete the electric circuit, and the bell would start ringing. That is, I hoped so.

When a string of wrecked cars was being chained together in Atlanta for a trip to the Nashville Shops one afternoon, I suggested to Superintendent McCollum that it would be a good time to give the gadget a try. He agreed, and we rigged it up in the caboose and stretched the cord through all the damaged coaches.

As we swung along the winding track to Marietta, I expected the bell to let off a false alarm any minute, but nothing happened, and I knew the cord connection was all right. As we started over the broken grades between Kennesaw and Acworth, the bell began ringing. The conductor looked out and started laughing.

"Seems the thing's lying to us," he said. I climbed up and took a look. There was no sign that the train had broken in two. But when we swung out of the cut, we saw the train opening up.

"I take it all back, Hugh," the conductor said.

The contraption worked, and the general manager liked it so much that he had all the cabooses on the road equipped with it. During the two or three years it remained in service, we never had a reportable break-in-two collision. But automatic couplers as well as air brakes soon came into widespread use, and the Link-and-Pin era came to an end.

Today, nearly fifty years later, the memory of that vanished time comes flooding back to me, bringing with it the days of my youth and the greatest age the rails have even known. ●

Riding the Rods

A True Tale by FRANK A. HILKER

I WAS A RAILROAD BUM. Our kind toured the States and Canada by easy stages, a division at a time, usually riding in a boxcar or as "blind baggage." (The latter means huddled in the space between the tender and the first car, holding on tight.) Some of you will recall that before the turn of

the century the baggage cars had no end doors and were easy to board. But Wells Fargo Express cars were an exception; they boasted only a single iron stirrup at either end and you could not swing aboard them after the train had started.

In those reckless years I was young and not too bright. I took a great many chances, riding the car tops, in between the cars, on side ladders, and even on the engine-cab roof. Then one day I ventured to ride the rods.

It happened on a balmy summer evening at Omaha. I unloaded from a freight train and drifted over to a Santa Fe boxcar that stood on a siding. From its inner recesses came raucous laughter, wisecracks, and ribald conversation. I joined the assembly.

The three occupants of that car, down to the last man, were rod-riding bums, unshaven and bleary-eyed. Each guy toted a small stout board, maybe six by eight inches in size, with a groove extending its entire length, into which the word "ticket" was carved, evidently by a pocket knife, indicating a sort of passenger mileage book.

The bums were on a spree, sharing a bottle among themselves. As the bottle became empty, the three men took turns at replenishing it. A fellow would hike across the yards to the nearest drugstore and buy a dime's worth of alcohol, which, when diluted, served as red-eye.

I was sixteen then. Should have had more sense. Anyhow, like a kid, I figured that if drunken bums were able to crawl under a train and hold on and ride there, I could do the same. Yeah, by ginger, I would! My first step was to get a suitable board from the nearest building operation, which was no trick at all. Then, with expert tips from the connoisseurs, I fashioned it into a grooved resting-place, complete even with the word "ticket."

Then I was ready to go. As I remember, the wheels of Santa Fe freight cars were larger than those on other roads. This fact enabled me to climb over the axle with ease and lay my seat on the rod.

Maybe I'd better tell you how I did it. The letter T illustrates the setup. My board formed the top of the T, my legs and body the stem. The groove on the board, engaged the rod, which made slipping less likely.

Ordinarily, while riding freight trains it is advisable to face the engine. This puts you in a fair position to brace yourself against any sudden shock. But if you ride the rods, it is better to face the rear. I didn't know that at the time. Riding in the wrong position, I was soon pelted with cinders, pebbles, and dust, which smothered my eyes and mouth so much that I could not see clearly nor breathe freely.

Thus we sped along in the darkness, with my rump only six inches above the roadbed and the slender rod on which I rested sagging with every lurch of the train. My trouser seat actually touched the ties now and then. The ride was not very soothing. Sweat poured over my grimy face. I hate to think what might have happened if I had become panicky.

Remember, I was only a kid and it was my first time for riding the rods. When you sleep in a cozy bed you naturally change your position often during the night, but a rod-rider must stay awake and sit in the same position, with his back against the truck, no matter how tiring it is, until he gets off.

Zip! My right leg slipped off its uncomfortable perch and scraped the ties, but only for a split second. How I escaped falling beneath the car I don't know. After that, I was slightly worried, and I unloaded at the next stop, firmly resolved to do all my future rod-riding in the daytime.

If there are any rod-riding veterans beside myself who read *Railroad Magazine*, I do not need to tell them that even broad daylight is no guarantee of safety in this form of travel. I remember one sunny morning, years later, when I brushed the Pearly Gates. A Santa Fe work train, with me riding the rods, headed into Argentine, just outside Kansas City. Another railroad crosses the Santa Fe at that point. A train coming to such a crossing was required to stop, but ours merely slowed down. I crawled out from under the car while the wheels were turning. If you don't think *that* was hazardous, just try it some day!

When I rolled out to the cinders, I sat down on a dusty tie, very much shaken. My mouth and throat were parched. More than anything else in the world I wanted a drink. That was the last time I ever rode the rods.

I doubt if you can find any rod-riding in North America today. That ancient and honorable practice passed away like the old Miller hook coupling and the little pot of tallow that used to stand in the wooden cab of every locomotive. ●

MEN PAST 40

Afflicted With Getting Up Nights, Pains in Back, Hips, Legs, Nervousness, Tiredness.

If you are a victim of the above symptoms, the trouble may be due to Glandular Inflammation. A constitutional Disease for which it is futile for sufferers to try to treat themselves at home. Medicines that give temporary relief will not remove the cause of your trouble.

To men of middle age or past this type of inflammation occurs frequently. It is accompanied by loss of physical vigor, graying of hair, forgetfulness and often increase in weight. Neglect of such inflammation causes men to grow old before their time — premature senility and possibly incurable conditions.

Most men, if treatment is taken before malignancy has developed, can be successfully NON-SURGICALLY treated for Glandular Inflammation. If the condition is aggravated by lack of treatment, surgery may be the only chance.

NON-SURGICAL TREATMENTS

The NON-SURGICAL treatments afforded at the Excelsior Institute are the result of 20 years research by scientific Technologists and Competent Doctors.

The War brought many new techniques and drugs. These added to the research already accomplished has produced a new type of treatment that is proving of great benefit to man as he advances in years.

The Excelsior Institute is devoted exclusively to the treatment of diseases of men of advancing years. Men from all walks of life and from over 1,000 cities and towns have been successfully treated. They found soothing and comforting relief and a new zest in life.

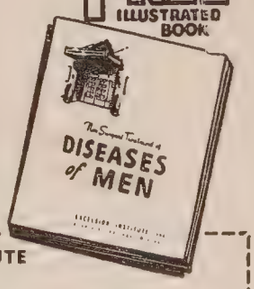
EXAMINATION AT LOW COST

On your arrival here, Our Doctors who are experienced specialists, make a complete examination. Your condition is frankly explained to you with the cost of treatment you need. You then decide if you will take the treatments needed. Treatments are so mild that hospitalization is not necessary—a considerable saving in expense.

RECTAL COLON
Are often associated with Glandular Inflammation. We can treat these for you at the same time.

Write Today for Our FREE ILLUSTRATED BOOK

The Excelsior Institute has published a New FREE Book that is fully illustrated and deals with diseases peculiar to men. It gives factual knowledge and could prove of utmost importance to your future life. Write today for a copy of this important Book.



EXCELSIOR INSTITUTE
Dept. 4077
Excelsior Springs, Mo.
Gentlemen. Kindly send at once your New FREE BOOK. I am _____ years old

NAME _____

ADDRESS _____

TOWN _____

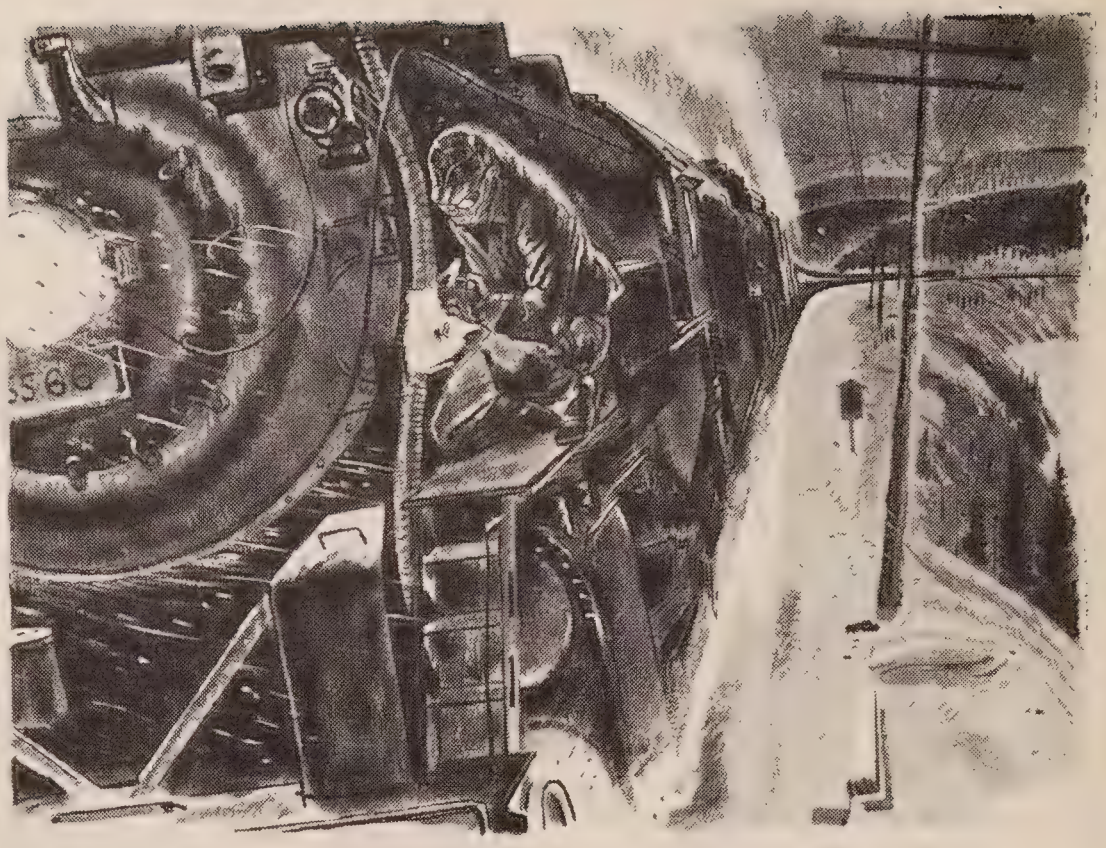
STATE _____

LAST RUN

by WILLIAM J. PARRY

CANADIAN NATIONAL HOGGER

It Takes Teamwork to Make An Engine Crew, But the Two Men in the Cab of the Express Hated Each Other



ONE MONTH MORE, and Ben Croll would sign the register sheet for the last time. Any day now his pension papers would come from Montreal, and with them, an official letter notifying him that, as of the close of business on February 13, he would be retired. That would be the end of it—the reward of more than forty years of faithful service.

He was bitter about it. All he had wanted, after a lifetime of railroading, was to make his last run behind the throttle of a steam locomotive, a Northern. It wasn't much to ask, but he couldn't have it. He realized he couldn't expect them to tie up the whole system just to satisfy a whim of his, but this didn't help much. He still felt cheated. Except for that, he would have been content—to dig for a few seasons in his rose garden, to sit by the television set with his pipe and a cup of steaming coffee, to wander down now and again to the roundhouse and chin over old times with the crews.

And so, as far as Ben was concerned, this was his last run. That night the crack *International Express* was making its last trans-continental run wholly under steam power. Tomorrow, when they coupled a diesel onto her head end, Ben figured he wouldn't be an engineer any more, he'd be a streetcar motorman. To make things worse, Johnny Hopkins, his fireman, had been unexpectedly taken sick, and even now the crew dispatcher was busy rubbing his name off the board. Ben had wanted to have Johnny with him on that last run, and now even this had been taken away from him.

"Who did you say?" Ben said, when the crew dispatcher told him the name of Johnny's replacement.

"Slim McLeod. I know how you feel, Ben, but I did the best I could for you. The only other available man isn't qualified for the B. F. stoker."

"I'd as soon have a student," Ben said. "Sooner."

"You should be glad you got him. Slim may be a yard fireman, but he knows his stokers. He'll give you steam."

"You're sure you can't get me a regular freight fireman?"

"There's the board, Ben. You can see how it is."

Ben saw. "Well," he said gloomily, "I'll tell you right now—this is gonna be one hell of a trip."

But that was only the half of it.

The *International* was twenty minutes late, and Ben had been shooting at a perfect on-time record for his last month on the big steamers. One more run, and he'd make it. It hadn't been easy. The fuel department had been using cheap eastern slack of late, instead of good stoker coal, and Johnny had had a hell of a time keeping up steam. Besides, the weather looked bad. The temperature was already well below zero, and it had begun to snow. With Slim McLeod in the cab, Ben thought sourly, we'll be lucky to get into Toronto by next January.

The feud between Ben Croll and Slim McLeod was the talk of the Belleville terminal. It was Ben's feud at first, and Slim went along with it mainly because Ben didn't give him any choice. But after a few months of Ben's needling, Slim began harboring murder in his heart for the old man. Ben could give you plenty of reasons why he didn't like Slim, but the only one that made any sense was that Slim was married to Shirley, Ben's only daughter.

After his wife died some seven years back, the girl was all Ben had had left. He idolized her. Nothing was too good for her—and when it came to husbands, Ben had a professional man in mind—a doctor, a lawyer, something like that. But Shirley had other ideas, once she'd met Slim anyway, and nothing Ben could say—and don't think he didn't say plenty—had made any difference. In the end Slim and Shirley got married secretly and went to live with Slim's mother in Toronto. Ben blamed the whole thing on Slim, and tried to forget about both of them.

He did pretty well until Slim bid in on the yard job and brought Shirley back to Belleville to live. Ben wanted

to see Shirley now and again, but not if Slim was around. If Slim was home when he came into the yard, and most of the time he was, Ben would turn around without saying a word and go back where he came from. To listen to Ben, you'd think Slim went home to his wife for the sole purpose of giving Ben a hard time.

Then, only a few weeks before Ben was scheduled to make that last steam run, Shirley went back to Toronto. She expected a baby in another month or so and decided to stay with Slim's mother until it arrived. Ben blamed Slim for the whole business—for marrying Shirley, for fathering the child, for replacing Johnny, and, probably, in the dark recesses of his mind for having been somehow remotely and indirectly responsible for Johnny's illness, the late schedule, and the whole dieselization program.

Ben strode irritably out onto the platform and looked down the track.

"Evenin', Pop." somebody said behind him.

Ben whirled around and saw Slim in the doorway of the station, grinning at him.

"Of all the rotten luck," Ben said.

"Don't think I asked for it, Pop."

"You'd just better be up to the mark," Ben said. "And you can cut out this Pop stuff right now."

"You don't need to worry about me—Pop," Slim said, as the distant rumble of turning wheels and the long drawn-out sob of a whistle swelled out of the darkness.

"McLeod," the station agent said, pushing open the door, "dispatcher wants you. Says it's important."

Slim hurried inside, and Ben said, "He didn't dig up somebody else for me, did he?"

The agent shook his head. "Somebody on the phone," he said, and went back inside.

AT THE EAST END of the platform the blue-white blade of a headlight churned through the snow, and the *International* shouldered her way through the gloom and stopped with a shudder at the water column.

Shopmen swarmed into the cab and began shaking the clinkers into the ashpan, while a grease monkey began pumping alemite into the fittings of the running gear. Along the length of the train, car tonks were examining the brake rigging and wheels on the couches, and the train crew hustled the passengers aboard. Ben went over to the engine and looked over the driving-wheel journals with John Bristowe, the engineer he was relieving.

Ben saw Slim come out of the station and start down the platform toward the cab. He looked away, muttering darkly under his breath, and, when he glanced up again, Slim was staring at him from the gangway. He couldn't figure what Slim was up to.

"Better get a move on, McLeod," Ben shouted.

Slim said something Ben couldn't hear and reached for the water spout and started to fill the tender. Just let him try to foul up this run, Ben thought. Just let him try it.

"She's running cool, Ben," Bristowe said, "you'll have no trouble with hotboxes. Do the best you can with that eastern coal. If we could have kept her hot, we wouldn't have been so late. I for one won't be sorry to see those diesels tomorrow."

"You're welcome to 'em," Ben said, and climbed aboard.

"If you don't make up any lost time," Bristowe called after him, "so what! All the same in a hundred years."

Ben was old enough to be able to take the short view. He still had his eye on that on-time record, and he wasn't about to let eastern slack or Slim McLeod beat him out of it.

The smell of hot ashes filled the cab. Slim had started the stoker engine and stood watching the jets blow the fine wet coal over the blazing maw of the firebox.

"Ben," Slim said, over his shoulder, "I been wonderin' if maybe we couldn't bury the hatchet. We been actin' like kids long enough."

Ben didn't bother to answer. He settled wearily onto his seatbox and glanced at his watch.

"It's Shirley I'm askin' for," Slim went on. "Myself I don't give a damn, but Shirley—well, she thinks we ought to be friends."

"Pretty late to start thinkin' about her, ain't it?"

MEN 17 to 50
needed for growing, high-paying
TELEVISION
RADIO-ELECTRONICS!

NATIONAL SCHOOLS
Famous "Shop-Tested" Training
prepared me at Home
in my SPARE TIME!

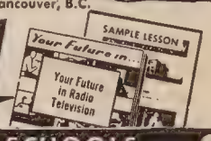
TV's GOLDEN AGE IS NOW! Industry booming. New stations opening everywhere. 50 million TV sets soon. Two-set families common. Shop method home training prepares you for top pay in TV-Radio, or your own repair business. Age and education no barrier to success. Earn as you learn. Free graduate placement guidance. Send for Free CAREER BOOK today!

YOU ALSO LEARN RADIO & ELECTRONICS in National Schools' one, easy-to-understand course. All lessons illustrated. You master every phase. Mail coupon for FREE LESSON!

PROFESSIONAL MULTITESTER included in your course, plus parts and tubes to build modern Receivers, Oscillators, Signal Generator and other practical equipment. No extra charges—all units are part of your National Schools, *Los Angeles*, training! Yours to keep.

In Canada: 811 W. Hastings St., Vancouver, B.C.

MAIL COUPON FOR FREE BOOK & FREE LESSON!



NATIONAL SCHOOLS
Los Angeles, California
TECHNICAL TRADE TRAINING SINCE 1905

GET FAST SERVICE—MAIL NOW TO OFFICE NEAREST YOU!
NATIONAL SCHOOLS, Dept. R3F-125
4000 South Figueroa, Los Angeles 37, California — or — 323 W. Polk St., Chicago 7, Ill.

Rush free TV-Radio "Opportunity" Book and Sample Lesson. No salesman will call.

NAME _____ AGE ____
ADDRESS _____
CITY _____ ZONE ____ STATE _____
VETERANS: Give date of discharge.

HOW TO PERFORM STRONG MAN STUNTS

Impress your gal. Learn to tear a deck of cards in half . . . bend a heavy steel spike with your hands, and other strong man feats. Complete with illustrations. $1 ppd.

FREE! if you act now with each order you'll receive the 128-page illustrated book "Health is Fun," Teaches self confidence, the key to success.

Send cash, check or money order. Sorry no COD's
ALADDIN BOOK CO., Dept. AD,
210 Fifth Ave., New York 10, N. Y.

IMPORTANT NOTICE TO SUBSCRIBERS

If you are going to move, please advise us at least 6 weeks in advance, giving the old address as well as the new with postal-zone number if any. Please enclose, if possible, the address stencil imprint from the last issue received.

POPULAR PUBLICATIONS, Inc.
Subscription Department, 205 E. 42nd St.,
NEW YORK 17, N. Y.

"If you gave a damn for her, you'd see how it makes her feel." He turned away in disgust. "Hell, what's the use. I don't know why I should waste my breath."

"Tend your fire," Ben said. "That's what you're paid for."

"But if anything happens," Slim said, "remember I tried."

Ben closed Slim out of his mind. He was too tired to listen. He had to keep his mind on the run. He could see how Slim was trying to turn Shirley against him, pretending he wanted to patch things up so he could tell her the old man didn't give a damn for either of them. Ben was too tired to care suddenly. The fire was dirty, the weather bad, and he'd never be able to make up that lost time—not without Slim's help, and he knew now that Slim wasn't going to give it to him. Slim would do his job, all right, but what Ben needed was someone who'd do more than that. Well, they'd be late then. He'd be damned before he'd ask anything of Slim. He wouldn't spare himself, he'd do the best he could, but they couldn't expect the impossible, and if they did, well, in another month it'd be all over anyway.

The conductor gave two short blasts on the air whistle. Ben eased open the throttle, heard the intolerable breath of the boiler gush into the cylinders, and leaned out of the cab window. The pistons started to plunge, and four pairs of driving wheels began to turn forward. A plume of smoke belched black from the stack, and the heavy train rumbled out of the station. The pitch of her exhaust changed beat now, as the roadbed rushed dizzily under her pilot, rose, reverberating over the countryside, and they were away, down the long iron trail.

This is the last time, Ben thought. The last time. He might never know it again—that sense of identity with so much power—the deep throbbing of the cylinders, the prodigious thrust and plunge of the pistons, the forward-movingness of the machine. The thrill was the same now as it had been more than forty years before, when he had first climbed into a cab and felt himself become a part of the great machine, a living part, the current of its purpose flowing in his blood with a deep and endless vitality. There was nothing else like it anywhere.

Ben leaned forward and opened the defroster valve to clear the snow from the cab window. A telegraph station leaped out of the storm for a dizzy instant, an order board winked green, beckoning them onward, and Ben called, "Clear board!" across the cab, and pulled his watch out of his overalls pocket. They were holding their own with the schedule—that and no more.

Ben had forgotten his momentary despair now, and he shouted to Slim, "See here, I want that steam-gage pointer right on the two-fifty mark. Now you hold her there." Slim glared at him grimly and said nothing. "We're gonna run into the Union on time—ahead of time if we can."

"I'm giving you my best, Pop. Way this coal's starting to clinker, though, we'll be lucky if we even make it in."

"We'd better," Ben said angrily. "You hear?"

"Now, look, Pop. How much I hate your guts has nothing to do with this

Vanished Rails

A MAN is old, I've heard them say,
When his visions are all of yesterday
When his eyes are turned to scenes that are gone;
He lives in the past while Life rolls on.

And that, perhaps, is why I dream
Of roaring stacks that billowed steam,
Of two thin lines of silver light
That led through the forest aisles at night.

A crossing whistle long and clear
Reminds me of the cheek so dear
That sometimes nestled close to mine
When I busted fog on the logging line.

There are rails no more where we used to ride,
For the trees are gone from the mountain side;
And teeming life, of which we were part,
Is only an echo deep in my heart.

But I see in the night a water tank;
I hear the side-rods' muffled clank,
Or the eerie whine of the dynamo,
And I see a face in the firebox glow.

Oh, a man is old—I guess it's truth—
When his thoughts are all of days of youth,
When visions are full of hours that have flown;
He lives in memories and he lives alone.

But I wouldn't trade for youth nor gold
Just two little dreams of those days of old:
The clank of side-rods drifting free—
And the girl who rode in the cab with me.

—Frank Bennett

job. I told you I'd do my best. I will. I got as much reason as you to want to get in on time. I got more. You just remember that."

What reason could Slim have, Ben wondered sourly. It was only another run to Slim, it couldn't mean anything. Then he remembered. Shirley! he thought, and spat irritably on the deck, and glanced up at the steam gage.

He kept a close eye on Slim. He watched him study the stoker pressure gages, experiment with the jet valves, closing this one, opening others, bringing everything he had ever known or learned or thought to bear on the problem.

Even so, the steam gage continued to drop slowly and steadily. Ben had to admit it—if Slim wasn't doing his best, he was doing a damned good imitation of it.

By the time they reached Grafton, the storm was so bad that Ben could hardly make out the block signals, even with the side windows open. The slack coal was too wet for the stoker to handle properly, and Slim had to break up the banks of green coal and clinker with the clinker hook. Finally, with a cry of disgust, he tossed the hook back into the tender.

Ben crossed the swaying deck of the cab and swung open the firebox door. There was a blue flame leaping over the fire.

"Looks like we're licked, Slim," he said. "We'll have to grab the freight engine at the junction if she's still there."

"She better be," Slim said, and, in a last try to regain the lost pressure, opened the blower valve wide. The stack roared deafeningly. Ben eased the throttle to the drifting notch, and, as the humming thrum of the drivers died away, his mouth tightened into a bitter line. He realized he'd forgotten for a moment that Slim was supposed to be his enemy.

THE FREIGHT was still in the junction yards, on the westbound passing track. Ben stared at it as they drifted past. "Well, what do you know," he said, and grinned for the first time all night. "It's my old engine, the 5566." She was a Pacific, and once had pulled the Express.

As soon as the wheels stilled, Ben raced to the telegraph office. He emerged a few minutes later, hurried across the tracks to the freight, and shoved a slip of manila paper up to Granny Burke, the 5566's engineer.

"Dispatcher says to couple your engine ahead of mine and assist me to the Union," he said. Granny stared at him uneasily.

"Let's go," Ben kept prodding. "We can't park here all night."

"I don't know," Granny said. "The time's too fast, and the train's too heavy for this engine. She's due for the back shops. Her boiler tubes are just holding, and that's all. I can't run the wheels from under on a hopeless job."

Ben remembered then that Granny had never hauled a fast, mainline passenger train in his life, and he realized that terrible things must be shooting through the man's mind. There was an awkward silence, and then the 5566's safety valve lifted with a roar of escaping steam, as if to deny all that Granny had said against her.

"Somebody's got to take her," Ben yelled. "I guess it'll have to be me. I know the job and the road. We'll trade engines."

Reluctantly Granny agreed to the proposition.

"Ain't this a lousy job to hand an engine crew on a night like this?" Granny's fireman said, picking up his scoop. "This old rattletrap's liable to fall apart long before we ever reach Union."

Ben swung around as if someone had struck him.

"You get out of here then," Ben said. "Go back to my engine and see what you can do with the stoker. Tell Slim I want him up here to fire for me."

The fireman got going. Ben didn't know what was getting into him, sending for the one man he hated when he most needed help. But it had been more than he could take, to hear scorn heaped on his old engine. Ben shook his head. I must be getting old, he thought.

"We'll make it now, Ben," Slim said as he climbed aboard.

"No maybe about it," Ben said, but there was doubt in his old gray eyes.

The old Pacific raced along over the snow-covered rails, snarled and

Now, YOU can enjoy the *RARE films* formerly seen ONLY by Hollywood's inner circle of producers. These breath-taking, *professionally staged* films feature many of Hollywood's top starlets and models when "on the way up." Now, by special arrangement, these authentic *collector's films* are offered EXCLUSIVELY by the Movie Club Guild!

COMPARE THESE BIG ADVANTAGES!

- "Try Before You Buy" Plan. You buy only after you've seen films, and decide you want to keep them.
- Revolutionary "Trade-In" Film Plan. Trade old films for new, at one third usual cost.
- Guaranteed Lowest Prices. Save up to 50% on New Films.

FREE! TO NEW MEMBERS

THIS $7.50 VALUE GIFT! 8mm. MELTON VIEWER PROJECTOR. Handles any 50 ft. 8mm. film, gives bright, clear pictures. Slow or stop motion.

OR

Choice of Three sparkling 8mm. films; OR, Two sensational 16mm. films.

LIMITED TIME OFFER—ACT NOW!

Movie Club Guild,
1031 Magnolia Park Station, Burbank 42, Calif.

Please rush FREE GIFTS & Membership details, without obligation. ☐ I do not have a projector. ☐ I have an 8mm. ☐ 16mm. Projector. I prefer ☐ Adult ☐ Family Films.

NAME _____

ADDRESS _____ ZONE _____

CITY _____ STATE _____

C 1955 *You must be 21 to order Adult Films.*

Free Book on Arthritis And Rheumatism

HOW TO AVOID CRIPPLING DEFORMITIES

An amazing newly enlarged 44-page book entitled "Rheumatism" will be sent free to anyone who will write for it.

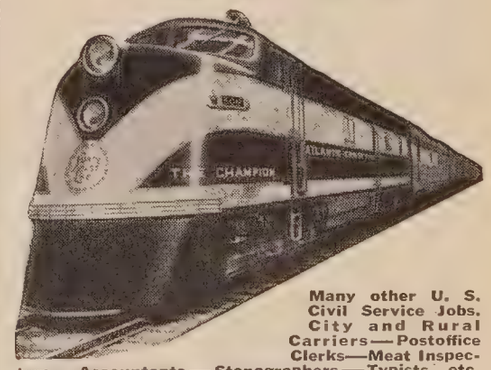
It reveals why drugs and medicines give only temporary relief and fail to remove the causes of the trouble; explains a specialized non-surgical, non-medical treatment which has proven successful for the past 36 years.

You incur no obligation in sending for this instructive book. It may be the means of saving you years of untold misery. Write today to The Ball Clinic, Dept. 16, Excelsior Springs, Missouri.

Want to pass a CIVIL SERVICE TEST?

AS HIGH AS $3,678.00 FIRST YEAR RAILWAY POSTAL CLERKS

Veterans Get Special Preference



Many other U. S. Civil Service Jobs. City and Rural Carriers—Postoffice Clerks—Meat Inspectors—Accountants—Stenographers—Typists, etc. Prepare now for 1956 Examinations.

FRANKLIN INSTITUTE,
Dept. K-102, Rochester 4, N. Y.
(Not Government Controlled)

Sirs: Rush to me, without charge, copy of 36-page book describing salaries, hours, work, etc., and partial list of U. S. Civil Service big pay jobs. Tell me how to prepare for one of these tests.

Name _____ Age _____

Street _____

City _____ State _____

shook herself free as the wind sucked at her drivers, and bored bravely on into the storm, trailing clouds of black smoke behind her in the wind. Union Station seemed a million miles away. The storm howled, the canvas storm curtains banged furiously between the gangways, and snow sifted into the cab, almost blinding them. Flashes of orange and red lit up the blackness as Slim, his legs braced wide on the jolting deck, swung rhythmically between the coalgate and the fire. He was plastered with snow from head to foot, but he had the old mill by the tail now, and nothing else mattered.

From his seatbox Ben watched the reeling roadbed, his ears attuned to the working of his engine. The worn driving boxes pounded, rods whirred, gibs and crossheads slammed in the guides, while the whistle bellowed raucously above the sullen savagery of the exhaust. Above the regular noises of the engine, Ben heard something that brought him to full attention. He glanced uneasily at the steam gage in the shadows beyond the pale flood of the cab lamp, and heard it again. He felt sick. The sound was unmistakeable —it was the squeal of a hot journal.

Ben thrust his head out of the cab and saw the lead wheels of the engine trucks burst into flame, flaring like a torch against the white ribbon of the roadbed. Slim shoved the storm curtain aside, and, gripping the handrails, leaned far out of the gangway, and looked toward the pilot. Ben jerked his head inside, tightened his grip on the throttle, and braced himself to shut off steam.

Slim flung out an arm then, and caught the throttle in a vise-like grip.

"Keep going, Ben," he said. His face was covered with smoke and grime, and he glared murderously at Ben from behind his dust goggles. "Let go of the throttle, Ben. We're not gonna stop now."

"Are you crazy?" Ben said. "I'm not taking any chances with a hot box."

"We got to get to Shirley," Slim yelled. "She's at the hospital. She may die."

"What are you talking about?"

"Just before we left," Slim said. "The baby's started early. They called me."

"Son," Ben said, "son." He didn't know what to say. He was afraid suddenly. He remembered that day over fifteen years before when she'd come to him screaming, her broken arm dangling grotesquely at her side.

"I love her," Slim said. "I got to get to her."

"It's your fault," Ben cried, his anguish rising like vomit in his throat. "You did it to her. Don't blame me, if she dies. Blame only yourself."

And having said it, having seen the fear and despair and sickness leap into Slim's eyes, Ben felt ashamed. He didn't hate Slim any more. He understood, and he didn't know what to do.

"I shouldn't have said that," he said. It didn't come easy, but he managed to say it. "I didn't mean a word of it. I guess maybe you do love her. I never thought of that before. But with all these people aboard you can't risk a wreck."

"Just don't try to stop, Ben."

"We got to. There's a cooler hose on this engine. We'll let the feedwater spray over the hot journals, and take off again. It won't take long."

"Hell, the valve'll be frozen. We'd lose too much time."

"We'll thaw it out, Slim."

"No, we won't."

Ben stared at him trying to make up his mind. All his instincts told him to go on, to run to Toronto, to Shirley, to be with her, but the ingrained habits of over forty years on the railroad told him he had to stop, to fix it, to protect the lives of his passengers.

"All right," Slim said suddenly. "We'll try it. But we won't stop. We'll thaw out the valve from the running board."

"Without stopping the train?" Ben said.

Slim nodded.

"Who's going to risk his neck trying a fool stunt like that?"

Slim let go of the throttle. "Me," he said. "You never had much use for me—all right. We'll do it my way, and if you try to stop, I'll yank you off that seatbox."

Ben's jaw dropped in astonishment. Then he grinned grimly and clapped his arm across Slim's broad back. "I believe you would," he said. It didn't make any sense, but he was glad that Slim would have gone that far. "Give me a handful of waste, Slim," he said, "and your cigarette lighter, and look out for that throttle a while." Slim looked at him a moment and shook his head. "You think I'm an old man, is that it?" Slim spat derisively, grinned, and gave him the waste and the lighter. "Keep a sharp eye open while I'm out there," Ben said, and slipped through the cab window into the full force of the wind-driven storm.

CLINGING to the icy handrails, Ben made his way along the quivering running board to the smoke box. The wheels squealed like a fingernail drawn over slate. Holding himself flat against the boiler, he wrapped the oil-soaked waste around the cooler valve, set the waste afire, and waited for it to thaw out the valve. His fingers already ached from the cold, but he knew that the instant he relaxed his grip it would be all over.

He glanced toward Slim in the cab. The man's face was strained and tight. Ben felt ashamed. Why did I hate that boy? he thought. Why was I such an old fool?

The running board bounded beneath his feet, and he clung fearfully to the boiler. The wind pulled and tugged at him, again and again threatened to hurl him onto the right-of-way. The burning waste died down, flickered, flared up again. Finally Ben gripped the valve, glanced toward Slim in the cab, and squeezed. The valve wouldn't move. Ben shook his head and tried again. This time the valve gave.

A stream of water from the boiler feed pipe surged through the cooler hose and splashed over the hot journal. Ben watched the fire sputter out, and worked his way back along the running board. Pushing up his dust goggles, he climbed into the cab, dropped onto his seatbox, and waited for the trembling to pass.

"We'll make it all right, Slim," Ben said. His voice was husky, but it had lost its grimness.

Slim nodded and heaved another scoopful of coal on the fire. Suddenly the pop valve opened with a crash, and the big Pacific began pulling her weight. Slim rested wearily on his

scoop, listening to the roar of escaping steam, climbed up on his seatbox, and lighted a cigarette with trembling hands.

Ben crossed the cab to Slim and said, "Tired?" Slim didn't seem to hear him, and Ben picked up the scoop and heaved a half-dozen shovels of coal onto the fire.

"I'll fire her up the hill, Slim," he said, touching him on the shoulder. "Get over on my side of the cab and run her a while."

Slim came to suddenly and looked up at him. "Thanks, Ben," he said. "I was just thinkin' about—how much farther is it to the Union?"

"We're practically there." Ben scraped the loose coal off the deck and swung on another big scoop. "Try not to worry, son. It's not as if it had never happened before."

With a triumphant ring in her exhaust, the old Pacific rolled down the grade and over the maze of switches into Toronto Union Station. As they drifted to a stop under the train shed, Ben pulled his watch from his pocket. "We did it," he said, "right on the nose." But he wasn't thinking about that on-time record he'd been shooting at. He'd forgotten all about it. He'd even forgotten he'd reached the end of his last run on a steam locomotive. He climbed stiffly off his seatbox, took off his gauntlets, and extended a gnarled hand to the young fireman.

"I'm a hornery old fool, Slim," he said, rubbing a hand across his tired eyes.

For a moment Slim didnt move. Then he gripped the other man's hand warmly.

"That makes two of us, Ben," Slim said.

"You run along now, son. Shirley'll be looking for you."

"For both of us, Ben."

"Thanks, Slim," Ben said.

A few hours later the two men were gathered around Shirley's hospital bed admiring a reddish lump of flesh that looked considerably less beautiful than either of them cared to admit. Shirley was all right. Everything was all right. Ben felt good for the first time in months. It didn't seem so important any more that he'd be driving a diesel on his last run in another month. Shirley and Slim and the kid. This is what he'd really wanted. And when he thought of the days of his retirement, it wasn't the rose garden he thought of, or shooting the breeze with the boys at the roundhouse. He saw himself going down to the grade crossing with a bright-eyed boy on his shoulder to show him the trains rush by.

He glanced over at Shirley and Slim.

"We'll make him a railroad man," Ben said. ●

Retrospect

PERCHED on a high spring wagon-seat,
I have driven to town with a load of wheat;
On a hay-rack heaped with a coarse slough hay
I have come from the mowing, many a day;
Over the rangeland, far and wide,
On a tricky broncho the herd I'll ride;
But I rode to the county seat in state
In the red caboose of the local freight.

In the days of youth, gone long before;
How often I've sat near the open door
Of the old caboose, felt it rock and sway,
And watched the track slip out and away
With the telegraph poles across the plain;
Prairie and track and the moving train
All that a searching human eye
Could see in the circle beneath the sky.

I may travel long and may travel far
In a liner or plane or palace car
But never so long that I could forget
Coming in from the dark and wet
To the shelter and warmth of the rough clean hack
At the end of a freight train on the track,
Never so far that my dreams turned loose
Would not carry me back to the old caboose.

—Maude K. Backlund

SAVE 75% ON WORK CLOTHES!

SURPLUS STOCK FROM MID-WEST SUPPLY FIRM! Terrific values you've got to see to believe!

SHIRTS 79c
Made to sell for 2.99! Now Only 4 for $2.99
What a buy! 4 for the price of one! These shirts, though used, are washed, sterilized and ready for long, tough wear. In blue or tan.
Send name, address, neck size.

PANTS to match 99c
Sold for 3.95 now only . . . . .
Unbelievable Bargains! *Send waist measure and inside leg length.* 4 for $3.75
COVERALLS . . . wear 'em used and save plenty' Originally 5.95. Now only $1.95
Send chest measurement. 3 for $5.75

SATISFACTION GUARANTEED! Your money back if you can beat these bargains anywhere! You can't lose so order TODAY for immediate delivery! Pay postman or send money with your order and save postage. $1.00 deposit on C.O.D. orders.

GALCO SALES CO. Dept. 401
7120 Harvard Ave. • Cleveland 5, Ohio

LEG SUFFERERS

Why continue to suffer without attempting to do something? Write today for New Booklet—"THE LIEPE METHODS FOR HOME USE." It tells about Varicose Ulcers and Open Leg Sores. Liepe Methods used *while you walk*. More than 60 years of success. Praised and endorsed by multitudes. FREE BOOKLET

LIEPE METHODS, 3250 N. Green Bay Ave., Dept. A-62 Milwaukee 12, Wisconsin

Own and Play the ACCORDION
for fun... popularity... profit!
Buy direct at amazing savings from America's biggest importer of fine Italian made accordions. 5 DAY FREE TRIAL! Easy Terms. Free Lessons. Personalized selection service. Trade-ins accepted. Write for big Color Catalog and low wholesale prices. FREE!
5 DAY FREE TRIAL
SAVE UP TO 50% on famous ITALIAN MAKES
Accordion Manufacturers & Wholesalers Outlet
2003 West Chicago Ave., Dept. U-26, Chicago 22, Ill.

LEARN PLASTICS

Complete LOW COST Shop Method HOME TRAINING NOW AVAILABLE
Get in on Big Money opportunities in Plastic molding, casting, forming, carving, etc. Earn as you learn with Interstate's professionally prepared course. All plastic materials furnished.
WRITE FOR FREE BOOKLET
INTERSTATE TRAINING SERVICE
DEPT. C-77, PORTLAND 13, OREGON

New Catalog of 3000 Novelties

Send 10c for amazing catalog of novelties, gifts, live animals, hobbies, fun makers, planes & boats, magic tricks, joke articles, unusual seeds, gadget timesavers, cameras, optical goods, projectors, movies, jewelry, disguises, stamps, coins, puzzles, radios, auto & bike accessories, banks, smokers' gadgets, artists' supplies, printing sets, motors, knives, billfolds, guns, sports, books, games, music, scientific supplies, plants, fireworks, office & household items, etc., from all over world. Rush name, address & 10c now!
JOHNSON SMITH CO., Dept. 223, Detroit 7, Mich.

Unusual . . . PARTY STAG FILMS

WOW! 6 Exciting CLOSE-UP action situations!
1. THE MONSTER & THE LADY
2. MIDNIGHT INTRUDER
3. A NATURAL SITUATION
4. EPISODE IN THE HAYSTACK
5. NATURE LOVER
6. ROUGH & TUMBLE

8 mm, 50 ft. $3.00
All 6, 8mm Special $15.00
16mm, 100 ft. $6.00
All 6, 16mm Special $30.00
Sent in plain wrapper

FREE! with each order. Stag Shop's big catalog of eye-brow-raisers. Or send $1 for sample assortment of Stag fun tinglers plus BIG catalog.

STAG SHOP
312 BOX 46946
Hollywood 46 Calif.

TRANSIT TOPICS

by STEVE MAGUIRE

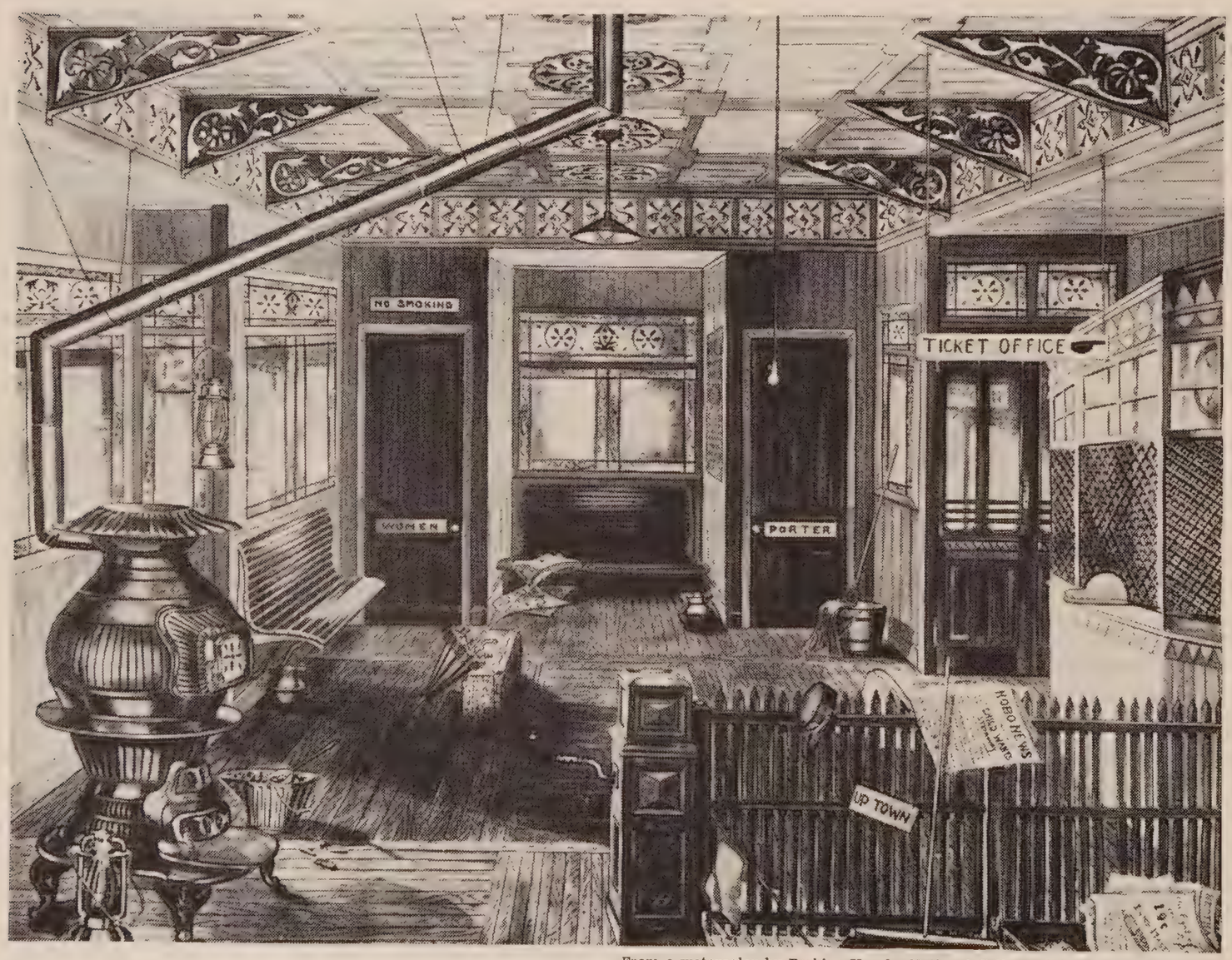
Steve Maguire

NEW YORK'S first air-conditioned subway car was tested recently on a regular 9-car train of the Transit Authority's 10-mile-long IRT Flushing line, between Times Square, Manhattan, and Main St., Flushing. To simulate normal operating conditions, the car was occupied by fifty people, and all three passenger doors on the side away from the platform were opened at each of the 19 intermediate stops on the 45-minute subway-elevated run. The temperature within the car remained constant at 71-72 degrees. In an adjacent car equipped with fans, the temperature fluctuated between 79 and 85 degrees. The car was one of the R-15's built by ACF Industries in 1950. Four 1½-ton air conditioning units were built into the space between its ceiling and its roof.

LESS THAN A YEAR after National City Lines took control of the Philadelphia Transportation Co., writes Andy Maginnis, Philadelphia, Pa., plans have been made to reduce the once-great transit system to a dozen PCC car routes—Nos. 10, 11, 13, 15, 20, 23, 34, 42, 47, 56, and 60.

But Jack N. Ross, also of Philadelphia, says that PTC has already decided to eliminate all trolleys from Chestnut and Walnut Streets, the busiest east-west streets in downtown Philadelphia, now served by trolley lines 42 and 13. Route 42 will be converted to buses, while route 13 cars will run as far as 13th and Market Streets on the new trolley subway now under construction downtown.

PTC's famous Nearside type cars, which had been in service in Philadel-



From a watercolor by Perkins Harnly, National Gallery of Art, Washington, D. C.

Typical station of New York's old Sixth Avenue El. Built in 1878, these stations were originally heated and lit by gas. Then came pot-bellied coal stoves and, in 1901, electric lights. At first you would buy a ticket at the booth and give it to the conductor on a steam-powered train, but in 1880 collection boxes were adopted, followed in 1923 by turnstiles. The Sixth Avenue El was razed in 1939.

Steve Maguire

Baltimore Transit car 5745 photographed last March at Ellicott City, Md., en route from Catonsville Jct. to end of four-mile line.

phia for 44 years, made their last runs not long ago on route 64, a loop line in the southern part of the city. Most of the type have since been scrapped, but a group is kept in storage, just in case.

In addition to the PCC's, PTC currently operates Peter Witts of a later design than the Nearsides, and a few double-ended Hog Island type cars. Eventually all but the PCC's will be retired. Already 100 surplus Baltimore Transit PCC's are slated for transfer to PTC to replace the Peter Witts. In all probability, except for the new trolley subway route begun by the former PTC operators, even more routes would have been converted to buses.

HAVING TAKEN over the Philadelphia Transportation Co., National City Lines is rumored to have its eyes on the one big trolley transportation system remaining outside its control—Pittsburgh Railways. There are rumors already that NCL has made small purchases of stock. If this rumor is true, the value of Pittsburgh Railways stock should rise. Those readers who may want to have an interest—and a voice—in a traction company might do well to make a small investment.

CONTRARY to an Associated Press release, Montreal's open observation trolleys, the Golden Chariots, will be in operation again in 1956, writes J. W. Lagace, Superintendent of the Montreal Transportation Commission. Built 50 years ago by the Montreal Street Railways from designs by MTC consultant David E. Blow, the four open trolleys make their special ten-mile sightseeing runs from early spring to late fall.

The City of Montreal has not yet taken any action on a report which recommended buses be used throughout the city to solve its congestion problems. For the time being, trolleys continue to roll over Montreal's remaining railway routes.

If you have any doubt that the Montreal & Southern Counties is a goner,

angel and devil

Sheer Nylon Panty Set

$3.95 pp.

Delightful Novelty Gift

Two pair of brief NYLON sheer panties . . . exquisitely embroidered and trimmed with french-type lace.

A naughty-saucy Red **DEVIL**, embroidered on mystic black sheer . . .

A Heavenly Blue **ANGEL** embroidered on bridal white sheer . . .

THE ANGEL AND DEVIL PANTY SET, yours for the giving at only $3.95, complete set. Postpaid.

Sizes: Small, Med., Large

Gift wrapped in plastic hankie box, free.

FORD'S

Dept. A-30, P.O. Box 27, Cooper Sta., N.Y., N.Y

Be POPULAR! ENTERTAIN WITH MAGIC!

CHANGE NICKELS INTO DIMES!

Place MAGIC CAP over 4 nickels—lift—cap—Presto! Nickels vanish and 4 dimes appear! Cap may be examined. No skill required! Precision-made device. ONLY $1.00 POSTPAID. Please remit with order. Satisfaction Guaranteed.

• FREE! WITH YOUR ORDER • LARGE CATALOG OF 500 Amateur and Professional Magic Tricks WRITE TODAY!

D. ROBBINS & CO., Dept. 321
127 W. 17 St. New York 11, N. Y.

HOW to BREAK and TRAIN HORSES

SEND FOR THIS FREE!

Make money. Know how to break and train horses. *Write today for this book FREE*, together with special offer of a course in Animal Breeding. If you are interested in Gaiting and Riding the saddle horse, check here ( ) *Do it today—now.*

BEERY SCHOOL OF HORSEMANSHIP
Dept. 841, Pleasant Hill, Ohio

ARTIFICIAL EYES

• Large assortment glass or plastic human eyes sent to your home for free inspection. Low prices. Book and color chart free. *Established 1906.* Write . . .

DENVER OPTIC CO., 1173 Univ. Bldg., Denver 2, Colo.

LEARN NOW!

How to Become a
•GAME WARDEN
•GOVT. HUNTER
• Join Forestry, Wildlife Services!

Let your love of field & forest guide you to real success! Be a *career conservationist*—work with wildlife amid scenic surroundings, away from city pressures. Prepare now, spare-time. It's fun, fascinating! Enjoy good pay, security, prestige. No special schooling or experience required. Openings for men 17-45. HELP FILL DEMAND IN YOUR AREA! Write now—*today!*

HOME STUDY EDUCATORS
Dept. AM-1 1030 S. La Brea L. A. 19, Calif.

FREE SELECT-A-JOB CHART! Lets you match schooling, interests, etc. against many outdoor jobs. Write today for FREE "Success Plan" and chart details!

MEN! REMEMBER THESE?

The Original **OLD TYME** *Action* **COMIC BOOKLETS**

• (FOR MEN ONLY)

These exclusive titles are the "Real McCoy"!
Maggie & Diggs • Toots & Jasper
Lord Pushbottom & Emma • Ike & Mike
Villian & Little Nell

24 Different Available (vest pocket size) 10 for $1.00
SPECIAL! 24 different titles — all for $2.00. No C.O.D.

FREE! If you order now! Our new list of "Real McCoy" items for men (adults only)

McCOY PRINT SHOP Dept. AP-
for the "Real McCoy"
PARAGON BLDG. HOLLYWOOD 46, CALIF.

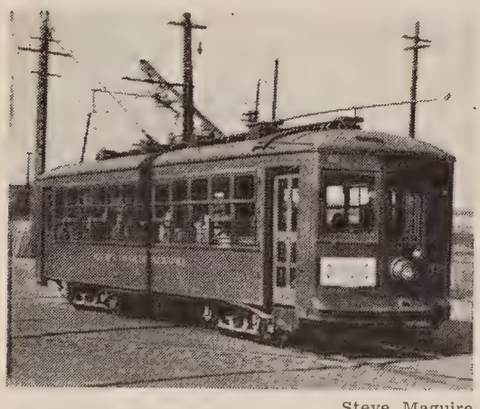
Steve Maguire

Philadelphia Transportation Co. 8185 loads at Frankford Avenue terminal on Route 3, beneath El station.

take a look at the line's now-isolated McGill St. terminal in Montreal. When the track across the St. Lawrence was cut, five modern interurban cars, 620-623 and 222, remained in the city along with several others, leaving only the old wooden interurbans for service.

The five interurbans have an interesting past. Built in 1930 by the Ottawa Car Co. for the Windsor, Essex & Lake Shore, the cars languished for six years in the Windsor bar after the WE&LS quit. Finally in 1938 they were bought by the M&SC. Now three of them will go into operation between Thorold, Welland, and Port Colbourne, Ont., on the Niagara, St. Catharines & Toronto. A fourth car, a trailer, will be used for parts. The fifth, No. 621, has been sold to the Seashore Electric Railway of Kennebunk Port, Maine.

The NStC&T continues to operate after almost all other interurban lines have faded out, apparently because a franchise condition requires that passenger service continue as long as the line operates, and Canadian National Railways, which owns it as it does the M&SC, isn't anxious to give up the line's profitable freight service.



Steve Maguire

Montreal & Southern Counties No. 12, double-truck lightweight car at Montreal, Canada (June '40), originally ran in Morris County, N.J.

AFTER A TWO-MONTH STRIKE, Capital Transit Co.'s streetcars and trolleys resumed operation in August, but not before the District of Columbia cancelled the company's operating franchise effective August, 1956. After that date some other operator will have to be found to run trolleys and buses in the District. It will depend upon who buys CTC properties whether future DC transit will be trolley, bus, rapid transit, subway, or elevated.

A new 22 page pamphlet, *Better Transit—On the Way,* by some Washington transportation consultants, tries to show how essential rapid transit is not only to Washington but also to many other busy congested cities. Those who insist that buses are the answer to congestion in downtown areas are someday likely to find their downtown areas deserted, while suburban shopping areas have sprung up on all sides of the city—so distant that no single transit route is worth inaugurating to serve them. Copies are available at $1 from Better Transit, P. O. Box 587, Benjamin Franklin Station, Washington 4, D. C.

"IS THERE ANY CHANCE of obtaining a list of all American cities that once operated double-deck trolleys and buses?" asks W. P. Grant, 1420 Madison Ave., Oxford, Miss.

Double-decked buses operated in New York, Philadelphia, Cleveland, Los Angeles, Newark, Asbury Park, N. J., and probably elsewhere. Here is a fairly complete list of cities that once had double-decker trolleys—Pittsburgh and Altoona, Pa.; Oakland and San Diego, Calif.; Chicago, Ill.; Boston, Mass.; New York, Elmira, Jamestown, Saratoga, and Syracuse, N. Y.; Minneapolis, Minn.; Tampa, Fla.; Brigantine, N. J.; Washington, D. C.; Columbus, Ohio; and, possibly, Sioux City, Iowa.

Double-decked trolleys and buses have been popular for many years on lines in England and elsewhere overseas, but for some reason they were never popular here. Except for Pittsburgh, Minneapolis, Syracuse, and San Diego, most of the cities listed had only one experimental double-decker in service.

SALE of the Waterloo, Cedar Falls & Northern to the Illinois Central and the Rock Island has been blocked by the Chicago Great Western, which also runs into Waterloo, Iowa. The IC and RI had planned to operate the interurban line as the Waterloo Railway, writes Dick Billings, Cedar Rapids, Ia., and of course would eventually dieselize it.

The WCF&N's last passenger train probably won't last long. The Iowa State Commerce Commission will review the traffic on the weekend schedule early in 1956 and may then allow final abandonment.

RECENT LETTER from Charles J. Lietwiler about Jesse Haugh and the Pacific Electric rail lines provokes this response from Louis Schaen, 4016B West Blvd., Los Angeles, Calif. "Mr. Lietwiler should live in the Los Angeles area," he says, "and learn how National City Lines is fooling the public.

"Rapid-transit is undoubtedly the solution, but Haugh and the NCL are killing any and all rapid-transit ideas for Los Angeles. When they get through, they can be expected to try to sell all of their buses to the city, and the people of Los Angeles will be stuck again with slow transit.

"The remaining rail lines, Long Beach, Bellflower, and San Pedro, are rapid-transit routes and can make fine time when they have to. However, the cars seldom exceed 20 miles an hour any more, and I have seen them poking along at 10 miles an hour on half-hourly headways. Haugh is trying to drive the public to use his slower buses which are always overcrowded. If you don't believe it, ask the riders on the new Glendale bus line and the Van Nuys buses. Mr. Lietwiler should come down to Los Angeles and live it up. He'll soon be buying a gas buggy like the rest of us to get around the city without taking all day."

CORRECTING AN ITEM in a past issue, E. Harper Charlton, 746 S. Lake St., Los Angeles, author of a recent book on New Orleans streetcars, tells us that the oldest streetcar line in continuous operation in the western hemisphere, and probably anywhere else in the world, is the St. Charles Ave. line in New Orleans, La. It began operation September 25, 1835! The more widely publicized Canal St. line is a relative youngster, dating back only to June 1, 1861.

MT. OLIVET CEMETERY in Colma, just outside San Francisco, had its own streetcar line in 1923, writes Norman Simmons, 2552 Sacramento St., San Francisco, Calif. The line ran half a mile up a sloping hill and connected with the suburban San Mateo line No. 40. A 4-wheeler served the line which, though independently owned, was repaired at the Market Street Railway's Geneva Ave. shops. Who has a picture of this cemetery car?

WANTED: information, photos, and what have you on a long-forgotten trolley line, the Buffalo, North Main St. & Tonawanda Electric Railway. Reader Bill Culliton, 859 Fillmore Ave., Buffalo 12, N. Y., plans to write a story about it. The 6-mile line opened May 3, 1893, between Buffalo and Tonawanda, N. Y. During its short existence, it never made a profit. Competition, together with a bad derailment of a car carrying 100 passengers caused the line to cease operation in 1898 after only five years of service. The rails were subsequently torn up and the four trolleys sold.

NEW BILLION-DOLLAR rapid-transit plan for San Francisco would solve all the traffic congestion problems and create a fine network of fast rail lines in the Bay Area into which buses and public automobiles would feed passengers for fast trips between San Francisco, Oakland, and other principal cities nearby.

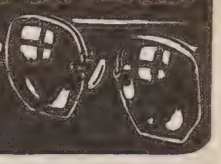
The plan, proposed by the Bay Area Rapid Transit Commission, would begin with the construction of a rapid-transit route from San Francisco to Oakland, south to Valle Vista Avenue, beyond the southern boundary of Hayward, with a branch to Concord via Walnut Creek and another north to Richmond. These routes would be completed by 1962.

Next, a peninsular line through San Mateo south to Page Mill Road in South Palo Alto would be constructed, and finally Marin, Sonoma, and Napa counties would be connected with the existing lines.

Says Walter S. Douglas of the engineering firm that proposed the plan: "Free-flowing interurban transportation to the urban cores of San Francisco and the East Bay will be restored, with all the enhancement of real-estate values and commercial opportunities that breaking the traffic jam implies.

"All citizens of the Bay area region having destinations within convenient

EYE GLASSES BY MAIL?
It can be done!



30 DAY TRIAL

THOUSANDS OF CUSTOMERS!

Buy from the oldest established firm offering this service. Reading—Magnifying or Bifocal Glasses For Far and Near. Recommended for folks approximately 40 years of age or older. Becoming styles priced from $1.95 to $16.65 complete.

We furnish 14 lens sample cards with many combinations. Send for free catalog.

ADVANCE SPECTACLE CO., INC.
537 S. Dearborn St. • Dept. Adv-12 • Chicago 5, Ill.

STOP MAKING MISTAKES IN ENGLISH
With the new CAREER INSTITUTE METHOD you can stop making mistakes in English, build up your vocabulary, speed up your reading, improve your spelling, acquire real writing skill, learn the 'secrets" of fluent conversation. Hundreds of men and women have become effective speakers, writers, and conversationalists—without going back to school—by using the CAREER INSTITUTE METHOD. Costs little. Takes only 15 minutes a day at home. 32-page booklet mailed FREE upon request. Send card or letter NOW!
Career Institute, Dept. 101, 25 E. Jackson, Chicago 4

Cabinet Making
LOW COST HOME TRAINING COURSE for Beginners & Advanced Craftsmen

Make money. Learn skills and secrets of fine woodworking and tool use. Professionally prepared shop method training tells and shows how. Covers everything. Easy to master.
Write for Free Booklet
INTERSTATE TRAINING SERVICE
DEPT. F-77, PORTLAND 13, OREGON

How to Make Money with Simple Cartoons

A book everyone who likes to draw should have. It is free; no obligation. Simply address FREE BOOK
CARTOONISTS' EXCHANGE
Dept. 981, Pleasant Hill, Ohio

INVENTORS
If you believe that you have an invention, you should find out how to protect it. We are registered Patent Attorneys. Send for copy of our Patent Booklet "How to Protect Your Invention," and an "Invention Record" form. No obligation. They are yours for the asking.
McMORROW, BERMAN & DAVIDSON
Registered Patent Attorneys
150-K Victor Building Washington 1, D. C.

DO YOU HAVE MID-AGE TROUBLE?
The K. C. Medical Press has just printed the revealing LITTLE DOCTOR BOOK Series, which discusses middle age diseases in clear language. Information contained in these LITTLE DOCTOR BOOKS may save you years of suffering.

MAIL COUPON TODAY
K. C. Medical Press
Dept. 9-A, 1440 E. 21st,
North Kansas City 16, Mo.
Please send by return mail the booklets checked below. Enclosed find 10c for each one ordered.
The Prostate Gland ☐
Kidney & Bladder ☐ Arthritis ☐
Colitis & Piles ☐ Rupture ☐
Blood Pressure ☐ Menopause ☐

W. B. Lemberger, Box 78, Wever, Iowa

Southern Iowa Railway car No. 9 looks pretty again after being shopped and repainted by NRHS, Iowa Chapter, under the supervision of W. B. Lemberger.

walking distance of stations on the Interurban Rapid Transit System will be well served . . . by a comfortable rapid-transit vehicle, which will take them at a speed averaging 45 miles an hour, including station stops, to their destinations."

Any comments, Jesse Haugh?

THE LONDON & PORT STANLEY, which has operated on a most inconvenient passenger schedule for the past year or so, received quite a shock last summer when it tried to show that low excursion fares wouldn't attract riders.

Before it became clear that the road would be an important link to Port Stanley and the new Seaway project, the company had tried to sell the road to the Canadian National. Now it just wants to get rid of its passenger service. To prove to the public that no matter what happened, no one would ride the trolleys to the port, the company placed in effect a 25-cent fare from London to Port Stanley (competing buses charge 75 cents). The result was that on summer weekends they had hardly enough cars to handle the crowds and had to run 4-car trains on all trips.

The L&PS recently bought a new diesel for freight service. How this will effect the electrified passenger service, nobody knows.

BALTIMORE's Woodlawn-West Arlington streetcar line ended operations September 4, reports Paul F. Myers, 3215 Milford Ave., Baltimore, Md. This leaves only four rail lines in the city, routes 8, 15, 19, and 26, and application has been filed to discontinue these too. The company also seeks to give up six trackless trolley lines and replace 135 gasoline buses with diesel buses within the next few years.

Elsewhere in Baltimore, writes William E. Warden, 1726 Saunders Way, Glen Burnie, Md., "the substitution of buses for trolleys last May on the historic Catonsville-Ellicott City line was to be on a 'six months trial basis.' Last night, I drove through Ellicott City and noted that not only had the trolley wires been removed but the gauntlet-track bridge across the Patapsco River at the entrance to Ellicott City had been removed—no doubt for painting and cleaning!"

FANS ATTENDING the National Railway Historical Society's 1955 Convention were surprised to see London & Port Stanley cars 21 and 16 in the yard near the Chicago & North Western station in Milwaukee. Destined for the Illinois Electric Railway Museum at North Chicago, Ill., they will eventually be restored to the design and color they had when they ran on the MER&L. These are the only ex-Milwaukee-Electric heavyweight interurbans to escape the torch.

LONDON'S RUSH-HOUR transit problems may be greatly reduced if plans to stagger workers' hours are carried out. The plan is to spread traffic more evenly in each quarter hour in three main Central London business areas.

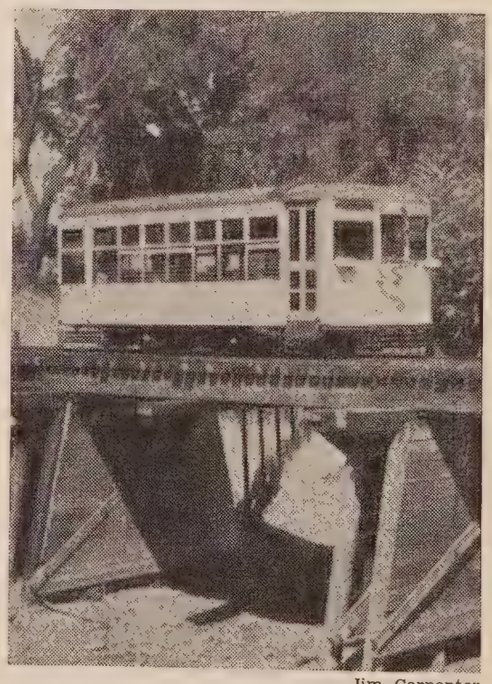
During morning and evening peak periods, well over a million passengers travel into and out of the West End and the City. London Transport services —subways, buses, trolley buses—cover an area of 2000 square miles. From eight to nine in the morning, according to a recent survey, 477,000 passengers entered the Central area, with 606,000 departing between five and six in the afternoon.

London's Underground, the first subway in the world, has approximately 490 trains in operation during rush hours. The average trip, per passenger, is 5.74 miles and takes 16.8 minutes.

TWO TRAMS with a sweeper sandwiched in between made the last streetcar run in Winnipeg, Manitoba, recently. The sweeper was intended to be symbolic of a clean sweep, and in farewell ceremonies officials lifted out a small section of streetcar tracks, severing the line. Diesel buses will replace the streetcars and in time Winnipeg's trolley buses as well.

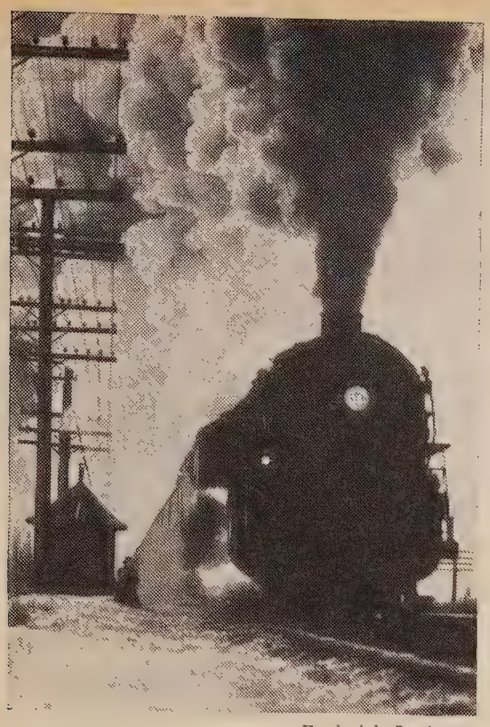
"NOT EVEN the rapid transit is safe from animals," writes Paul Renault, 42-33 Kissena Blvd., Flushing, Long Island. "*The Brooklyn Daily Eagle* for August 22, 1916, reported, 'Three cows on the B.R.T. tracks at Vienna Avenue tied up a Canarsie train 30 minutes."

ERA's Delaware Valley Division will run a "Farewell to Atlantic City Trolleys" fantrip some time in Dec. '55, depending upon when the line is replaced. For details contact Robert G. Foley Jr., 631 Shadeland Ave., Drexel Hill, Pa.



Jim Carpenter

Echoes of the past: Sacramento Northern No. 6, a Birney, nearing northern terminus, Chico, Calif.



Frederick L. Avery

Not long ago Boston & Albany's *Boston Express* on New York Central System was powered by steam.

POST-WAR RENUMBERING OF NEW YORK CENTRAL STEAM LOCOMOTIVES

New No.	Class	Old No.	New No.	Class	Old No.
1112	G-6j	958	1223	Fx	810
1113	G-6j	960	1224	Fx	811
1114	G-6j	962	1225	Fx	812
1115	G-6j	964	1226	Fx	813
1116	G-6j	966	1227	Fx	814
1117	G-6j	971	1228	Fx	815
1118	G-6m	929	1229	Fx	816
1119	G-6m	930	1230	Fx	817
1120	G-6m	931	1231	Fx	818
1121	G-6m	933	1232	F-12	819
1122	G-6m	938	1233	F-12a	820
1123	G-6m	941	1234	F-12a	821
1124	G-6m	944	1235	F-12a	822
1125	G-6m	949	1236	F-12a	823
1126	G-6m	950	1237	F-12a	824
1127	G-6m	951	1238	F-12e	825
1128	G-6m	952	1239	F-12e	826
1129	G-6o	995	1240	F-12e	827
1130	G-6p	1041	1241	F-12e	828
1131	G-6p	1042	1242	F-12e	829
1132	G-6p	1046	1243	F-12e	830
1133	G-6p	1047	1244	F-12e	831
1134	G-6t	1052	1245	F-12e	832
1135	G-6t	1053	1246	F-12e	833
1136	G-6t	1054	1247	F-12e	834
1137	G-6t	1061	1248	F-12e	835
1138	G-6t	1061	1249	F-12e	836
1139	G-6t	1063	1250	F-12e	837
1140	G-6t	1065	1251	F-12e	838
1141	G-6t	1066	1252	F-12e	839
1142	G-6u	1072	1253	F-12e	840
1183	G-46e	1113	1254	F-12e	841
1187	G-46e	1114	1255	F-12e	842
1188	G-46e	1115	1256	F-12e	843
1189	G-46e	1118	1257	F-12e	844
1194	G-46e	1119	1258	F-12g	845
1216	Fx	801	1259	F-12g	846
1217	Fx	802	1260	F-12g	847
1218	Fx	803	1261	F-12g	848
1219	Fx	804	1262	F-12g	849
1220	Fx	805	1263	F-12g	850
1221	Fx	806	1254	F-12g	851
1222	Fx	808	1265	F-12g	852
1266	F-12g	853	1417	H-5h	1266
1267	F-12g	854	1418	H-5h	1267
1268	F-12g	855	1419	H-5h	1268
1269	F-12g	856	1420	H-5h	1269
1270	F-12g	857	1421	H-5h	1270
1271	F-12g	858	1422	H-5h	1272
1272	F-12g	859	1423	H-5h	1273
1273	F-12g	860	1424	H-5h	1274
1274	F-12g	861	1425	H-5t	B&A 1224
1275	F-12g	862	1426	H-5t	B&A 1225
1276	F-12g	863	1427	H-5t	B&A 1226
1277	F-12g	864	1430	H-5u	IHB 401
1278	F-12g	865	1433	H-5u	IHB 402
1279	F-12g	866	1434	H-5u	IHB 403
1280	F-12g	867	1436	H-5u	IHB 405
1281	F-12g	868	1441	H-5u	IHB 406
1282	F-12g	869	1446	H-5t	B&A 1227
1283	F-12g	870	1449	H-5t	B&A 1229
1284	F-12g	871	1453	H-5u	IHB 408
1285	F-12g	872	1460	H-5u	IHB 407
1286	F-12g	873	1462	H-5u	IHB 411
1287	F-12g	874	1463	H-5u	IHB 418
1288	F-12g	875	1464	H-5t	B&A 1228
1289	F-12g	876	1468	H-5u	IHB 410
1290	F-82	880	1476	H-5u	IHB 412
1291	F-82	881	1479	H-5u	IHB 413
1292	G-96c	912	1480	H-5u	IHB 400
1293	G-96c	913	1486	H-5u	IHB 404
1294	G-96c	914	1487	H-5u	IHB 409
1295	G-96c	915	1488	H-5u	IHB 417
1296	G-96c	916	1490	H-5u	IHB 414
1297	G-96c	917	1491	H-5u	IHB 415
1298	G-96c	918	1494	H-5v	IHB 420
1299	G-96c	919	1497	H-5u	IHB 416
1300	H-5c	1230	1499	H-5u	IHB 419
1301	H-5c	1233	1501	H-5l	1638
1304	H-5j	B&A 1233	1510	H-5l	1628
1306	H-5j	B&A 1202	1511	H-5l	1630
1307	H-5j	B&A 1203	1512	H-5g	1289
1310	H-5r	IHB 251	1513	H-5g	1291
1312	H-5r	IHB 254	1514	H-5g	1293
1314	H-5r	IHB 256	1515	H-5g	1294
1316	H-5r	IHB 252	1516	H-5k	1297
1317	H-5r	IHB 258	1520	H-5f	1276
1318	H-5r	IHB 253	1522	H-5f	1278
1321	H-5r	IHB 255	1523	H-5f	1281
1322	H-5r	B&A 1206	1524	H-5f	1282
1323	H-5r	IHB 250	1525	H-5f	1284
1324	H-5r	IHB 257	1540	H-5o	1625
1325	H-5r	IHB 259	1541	H-5o	1629
1327	H-5r	IHB 261	1543	H-5o	1631
1329	H-5j	B&A 1207	1544	H-5o	1634
1337	H-5r	IHB 260	1550	H-5o	1635
1340	H-5j	B&A 1208	1555	H-5o	1636
1342	H-5r	IHB 262	1556	H-5o	1637
1343	H-5r	IHB 263	1557	H-5o	1639
1345	H-5j	B&A 1209	1558	H-5o	1640
1346	H-5r	IHB 264	1559	H-5o	1646
1348	H-5j	B&A 1213	1560	H-5o	1647
1350	H-5g	B&A 1214	1561	H-5o	1649
1351	H-5g	B&A 1216	1596	H-5v	IHB 423
1352	H-5g	B&A 1217	1597	H-5v	IHB 421
1355	H-5g	B&A 1219	1598	H-5v	IHB 422
1356	H-5g	B&A 1220	1599	H-5v	IHB 424
1358	H-5g	B&A 1221	2100	H-10	2090
1371	H-5q	1249	2070	H-10b	2312
1380	H-5p	1248	2071	H-10b	2313
1400	H-5e	1202	2072	H-10b	2314
1401	H-5e	1207	2073	H-10b	2315
1402	H-5e	1209	2074	H-10b	2316
1403	H-5e	1210	2075	H-10b	2317
1404	H-5e	1214	2076	H-10b	2318
1405	H-5e	1221	2077	H-10b	2319
1406	H-5e	1222	2078	H-10b	2320
1407	H-5e	1223	2079	H-10b	2321
1408	H-5e	1239	2090	H-10b	2322
1409	H-5e	1240	2091	H-10b	2323
1410	H-5e	1242	2092	H-10b	2324
1411	H-5h	1253	2093	H-10b	2325
1412	H-5h	1254	2094	H-10b	2326
1413	H-5h	1255	2095	H-10b	2327
1414	H-5h	1258	2096	H-10b	2328
1415	H-5h	1260	2097	H-10b	2329
1416	H-5h	1265	2098	H-10b	2330
			2099	H-10b	2331

Class H-6a Renumbering

New Number	Former Number	Original Number
6300-6313		1711-1724
6314	1804	1700
6315	1806	1701
6316-6322	1810-1816	1702-1708
6323	1821	1709
6324	1830	1710
6325-6329		1732-1736
6330-6338		1738-1746
6339-6358		1770-1789
6359-6362		1800-1803
6363		1805
6364-6366		1807-1809
6367-6370		1817-1820
6371-6378		1822-1829
6379-6386		1834-1841
6387		1842
6388-6389		1844-1845
6390-6391		1847-1848
6392-6399		1850-1857
6400-6416		1858-1874

(Roster of New York Central System electric and diesel-electric power on page 76)

Has This "Secret" Trouble

Slowed You Down At 40 or 50?

How often have promising men's careers —business, social, domestic—been all but wrecked by the pain, burning, itch and possible serious weakening caused by *piles*. Everything can suffer!—your vitality, your sleep, your temper, your mental sharpness, your personality, your earning power, when you're distracted by this pain. And "halfway" measures are too often ineffective. Why not find out, from one of America's leading clinics, how true freedom may be found from rectal or colon conditions that may be tearing you down when you should be a better man than ever? Write, today, for important 130-page book—address McCleary Clinic and Hospital, 149 Elms Blvd., Excelsior Springs 1, Mo.

BE A LOCKSMITH

Learn this fascinating profitable trade from experts in your spare time at home! Age or physical handicap no disadvantage. Year around, steady income. Full or part time. Practical, illustrated lessons. You can make money even while learning! All materials and special tools supplied without extra charge.

LOCKSMITHING SCHOOL, Dept. AM-2
15 Park Avenue, Rutherford, N. J.
Lic. by N. J. State Board of Education, Approved for Veterans.

ILLUSTRATED, COMIC CARTOONS

Be the life of the party with these 40 rare, different and hilariously funny cartoons! All brand new and the kind men like. Women too! Send $1.
ARDEN CO., Dept. 9
1472 Broadway, New York 36, N. Y.

High School Course at Home — Many Finish in 2 Years

Go as rapidly as your time and abilities permit. Course equivalent to resident school work—prepares for college entrance exams. Standard H. S. texts supplied. Diploma. Credit for H. S. subjects already completed. Single subjects if desired. High school education is very important for advancement in business and industry and socially. Don't be handicapped all your life. Be a High School graduate. Start your training now. Free Bulletin on request. No obligation.
American School, Dept. H139, Drexel at 58th, Chicago 37

FLASH YOUR BADGE
LOOK IMPORTANT
REPLICA of the REAL McCOY

These gleaming non-tarnish badges are finely crafted of massive metal. Will absolutely command respect wherever you go.

Your Choice $2.00 each

Choice: Special Officer, Private Detective, Sheriff; Deputy Sheriff, Constable, Deputy Constable

FORD'S Dept. A-17 P.O. Box 27, Cooper Sta., New York, N. Y.

106 MODEL PHOTO-PORTFOLIO
For Artists & Photographers

GLAMOUR-POSING THE FEMALE FORM
4x5 Reproductions

Broaden your knowledge of the female torso—learn the best ways to pose and draw all types of art models...small, slender or full-bodied. This is just the collection to help you! Includes large, beautiful, glossy reproductions of 106 models in 106 different poses! A superb collection—the finest of Hollywood's art photographers, featuring Hollywood's loveliest, shapliest, and most diversified art models. Order now —money back if not delighted!

Reg. $3.50 Value!
Limited Time Offer! Only $1.00 ppd.

ART STUDY AIDS. P.O. BOX 1095 BURBANK 8, CALIF.

ONCE IN A LIFETIME

The Fast Ride Cost $1400 for a Single Passenger but Was Worth It

A True Tale by WILLIAM B. SPRINGFIELD

A PRESIDENTIAL inauguration spells "rush" to a news photo syndicate, such as the one I was working for, because every paper in the country wants photos and wants them fast.

It was March 4, 1933. Franklin D. Roosevelt had taken the oath of office that day at Washington, D. C. Here in New York, as night's curtain descended over Park Row, the city's famous old newspaper street, you could hear the roar of taxis and the shouts of running men. Lights blazed in the *World* Building.

Tension in our office rose to fever heat. Harry Baker, our thin dark-haired manager, was pacing the floor. A plane bearing photos of the inauguration and the big parade that followed it had been forced down in New Jersey, many miles from our office.

Baker tried desperately to hire another pilot to speed the precious cargo to Boston. No luck! In those days, night flying was considered dangerous and nobody seemed to want the job. The best we could do was have the photos brought to Park Row by taxi.

Time passed. The clock hands devoured priceless minutes. A telephone jangled. Baker, striding up and down, ran over to his desk.

"It's Dunn," his secretary called out, "editor of *The Boston Post.*"

My boss grabbed the phone and yelled, "Baker talking."

Dunn's voice demanded: "Where the devil are my pictures? The opposition's plane came in two hours ago."

Baker sank down in his chair, wet with perspiration. He explained that their plane had been forced down by a broken oil-line and they couldn't get another pilot. "What do you want me to do?" he finished weakly.

"Do?" Dunn bellowed. "Get those pictures here by midnight, that's all!"

"Our only chance is to hire a special train. And that would cost a lot of dough."

"Get them here regardless of cost!"

As Baker hung up the receiver, his secretary was talking to the stationmaster at Grand Central. Baker, grabbing the second phone, said he wanted a special train right away. He had to get pictures to Boston by midnight.

"I'll check and see what can be done," came the reply.

Baker stared at the clock. Its hands pointed to seven. Only five hours left! The boss chewed his finger nails, nervously awaiting the verdict. We had everything ready for the New Haven's okay. Prints, mats, and metal cuts on the inauguration were packed on a desk. A taxi, motor idling, stood at the door.

As the okay came over the phone, I grabbed the packages and ran down the steps and out to the taxi. Breaking traffic rules left and right, we zigzagged through crowded streets on our way northward to the special train at Grand Central.

Even before the taxi's wheels stopped churning the dust of 42nd Street at the big terminal, I handed the driver a buck, jumped out the door, and raced down the runway to the train platform.

Sure enough, the good old New Haven had come through! There stood the special, champing her bit: three coaches, the three being needed as ballast for a fast run, powered by a high-stepping juice hog. The engineer was leaning out his cab window, waiting.

As soon as the conductor saw me coming on the run, he lifted a uniformed arm in highball, and then, watch in hand, he yelled as he swung aboard after me:

"Seven fifty-nine!"

We were off on a mad dash against time. Four hours to make a run that in those days normally took five hours!

I had my choice of empty seats in three coaches. Picking one at random, I sat down and began chatting with the conductor and brakeman.

"Why do you need a full crew for this run?" I asked.

"Federal law," said the skipper.

Another question brought out the fact that the ride was costing $1400. That made me feel important. So I was a $1400 passenger! Well, that would be something to brag about in the long years to come.

The train crew also were getting a kick out of the trip, especially after I had shown them the news photos from Washington and explained the reason for haste.

As we thundered through Connecticut I peered out at the flying landscape. We were traveling well above seventy miles an hour. The conductor flicked out the car lights so I could get a better view of the moonlit coast line of Long Island Sound.

Soon the road foreman, who was riding the train, entered our car, holding a glass of water in one hand. This he placed on the floor before greeting me. While we sped along I noticed him look at the glass now and then. Whenever water rocked over its edge, he would make a note of the milepost. Thus he checked up on rough spots in the roadbed.

At New Haven we lost several minutes in changing from electric power to a Pacific-type steamer of the 1300 series. Pretty soon we were on our way again, running well over a mile a minute.

I peered ahead. It was exciting to see our engine's smoke plume reflecting, blood-red, the glow of the firebox every time it swung open for another scoop of coal. Never before have I had such a ride. Never again will I have such a ride.

We made the trip in four hours flat. This, I was told, set a new speed record for the Boston-New York run. The hands of South Station's clock were pointing to 11:59 as I rushed wildly through the concourse to grab another taxi. I heard a church bell at the Boston Common boom the hour of midnight. And then, before I knew it, I was handing Eddie Dunn, editor of *The Boston Post,* the package he'd been waiting for. His smile was warm and friendly.

That $1400 ride had saved *The Post* from being scooped by rival newspapers and had given me the kind of thrill that comes but once in a lifetime. ●

MAIL CAR

(Continued from page 11)

Janet Myer

MEET *Miss Railfanette* of our February issue, Janet Myer, 2108 30th St., Kansas City, Kan. The girl with a friendly grin comes from a railroading family, her father, Al Myer, being head station and ticket clerk in the Kansas City Southern's general offices. An uncle also used to work there. Janet is studying at Kansas State College to become a high-school teacher, but finds railroads so interesting that she has written many essays and term papers about them. •

CONGRATULATING us on the Dec. '55 issue, John H. Keller writes: "Your B&O cover photo is superb, while Linwood Moody's article, 'Two-Foot Gage,' is one of the best you've ever had." John lives at 721 Woodward Ave., Lima, O., and is chairman of BRT No. 200. •

Rosemary Kaplan

FIRST prize in an essay contest sponsored by the Missouri railroads goes to Miss Rosemary Kaplan, 726 Country Club Drive,, Normandy 21, Mo., a 15-year-old high school student. The subject: "What Railroads Mean to Me." She won $600 in U. S. Savings Bonds.

"Railroading means millions of people spending time, money, and their ingenuity for the development of industries," she wrote, "for the growth of cities, for the spread of education, for the creation and spending of wealth, for the raising of living standards, and the provision of a livelihood for countless people.

"Railroading means pleasant and comfortable travel for business and pleasure trips . . . It means that the manufacturers' materials are quickly delivered, that the farmers' tools are easily accessible, that the miners' equipment arrives promptly, and that the lumbermen's products find new and ready markets with a minimum of time and expense." •

BECAUSE Tony Cornero had regarded "Wabash Cannon Ball" as his lucky song, it was sung at his funeral in Los Angeles. A crowd of more than 1,000 people, closely surveyed by police, attended the services for the man who had once done a multi-million-dollar business with a fleet of gambling ships off the California coast.

Cornero died recently of heart disease at age 54 while shooting craps in Las Vegas. We don't know why he considered the anonymous "Wabash Cannon Ball" as lucky. Here it is:

We hear the merry jingle,
The rumble and the roar,
As she dashes through the woodland
And comes creeping on the shore.

We hear the engine's whistle
And the merry hoboes' call
As we ride the rods and brake-beams
On the Wabash Cannon Ball.

This train she runs to Quincy,
Monroe and Mexico;
She runs to Kansas City
And she's never running slow.
She runs right into Denver
And makes an awful squall.
When you see her show say, "Welcome,"
For the Wabash Cannon Ball.

Great cities of importance
We reach upon our way,
Chicago and St. Louis,
Rock Island—so they say—
Springfield and Decatur,
Peoria, above all—
We reach them by no other
Than the Wabash Cannon Ball.

So here's to Long Slim Perkins,
May his name forever stand;
He'll be honored and respected
By the hoboes through the land;
And when his days are ended
And the curtains 'round him fall
We'll ship him off to Lucifer
By the Wabash Cannon Ball. •

GUAM, the Pacific island that figured largely in news of World War II, has no railroad, we learn from Frederick M. Poole, Box 331, Agana, Guam.

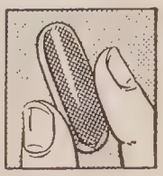
"However," he adds, "during the war the Japanese operated a small tramway at the site of the U. S. Naval Air Station at Agana. They hauled coal from a pit a short distance off.

"Before the war, the nearby islands of Rota, Aguijan, Tinian, and Saipan were pretty well covered with narrow-gage sugar-mill lines. Saipan, for example, had about 60 miles of track. Motive power was mainly 0-4-0 saddle-tank locomotives, one of which now rests on a concrete pedestal adjacent to Saipan's only traffic light." •

YEARS AGO we ran a true tale about a crew razzing a flagman for using an umbrella when he walked back

WOMEN LIKE OLDER MEN

but . . DO YOU LACK VITAL POWER?



WHEN YOUNGER GIRLS are ready for fun, pleasure—do you lack normal manly vigor, feel weak, exhausted—sapped of all vitality? If your trouble is due to iron-vitamin deficiency — you may feel your masterful, virile self again . . . full of vernal strength, courage, endurance! Amazing VI-TAL 22 gives you 11 vitamins, 11 minerals: wheat germ Vitamin E, 4 times your daily iron need . . . plus vitamins A, B_1, B_2, B_6, B_{12}, C, D! Discover VI-TAL 22 power for yourself! 50 tablets only $2.00—by mail order only! VI-TAL 22, Box 2026, Memphis, Tenn.

AVAILABLE BY MAIL ONLY!

Vi-Tal 22

Available by mail only! Money back guarantee! Send $2 now! VI-TAL 22, Dept. A M-2, P. O. Box 2026, Memphis, Tenn.

SONGWRITERS

LARGE RECORDING COMPANY WANTS NEW SONGS! Your song may be chosen for recording on ROYALTY BASIS. NATIONAL SALES, PROMOTION, DISTRIBUTION if selected. Send songs, song poems for FREE examination. NO CHARGE FOR MELODIES.

MUSIC MAKERS, Dept. AM-3 Box 2507, HOLLYWOOD, CALIF.

IT'S EASY . . .

MAKE MONEY IN PHOTOGRAPHY

If you are over 17—good pay and fascinating work await you in photography! Start making money quickly in spare time—step into your own studio or exciting career job. LEARN BY DOING method trains you at home! Write TODAY for FREE catalog. Co-ed. Also Resident Training. 46th Year. Approved for Vets.

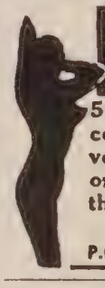
NEW YORK INSTITUTE OF PHOTOGRAPHY
Dept. 77, 10 West 33 Street, New York 1, New York

46th YEAR

FREE FOR ASTHMA

If you suffer with attacks of Asthma and choke and gasp for breath, if restful sleep is difficult because of the struggle to breathe, don't fail to send at once to the Frontier Asthma Company for a FREE trial of the FRONTIER ASTHMA MEDICINE, a preparation for temporary symptomatic relief of paroxysms of Bronchial Asthma. No matter where you live or whether you have faith in any medicine under the sun, send today for this free trial. It will cost you nothing.

FRONTIER ASTHMA CO. 271-A FRONTIER BLDG.
462 NIAGARA ST. BUFFALO 1, N. Y.



Exciting — Entertaining Playing Cards

52 Gorgeous gals in brilliant color. All posed differently to reveal breathtaking detail — Win or Lose. The boys will enjoy these cards. Send $2.00 to:

FORD SALES, Dept. A-10
P.O. Box 27, Cooper Sta. New York, N. Y.

I'll Send You This Handsome SAMPLE CASE-FREE

and Show You How to Make Up to $30.00 in a Day

Mail coupon for this Free Tailoring Sample Case packed with 160 beautiful, big-value suit and overcoat fabrics. Take orders from friends, fellow-workers, others, for fine quality, made-to-measure clothes. Pocket big cash profits in advance. Because wearing our suits and overcoats brings more orders, we make it easy for you to get your own clothes without 1c cost. No experience is needed. SATISFACTION GUARANTEED. SEND NO MONEY. Just fill out and mail coupon—today!

W. Z. GIBSON, INC., 500 South Throop Street
DEPT. L-406 - CHICAGO 7, ILLINOIS

W. Z. GIBSON, INC., Dept. L-406
500 S. Throop St., Chicago 7, Ill.

Dear Sir: I WANT A MADE-TO-MEASURE SUIT TO WEAR AND SHOW, without paying 1c for it. Rush details and Sample Kit of actual fabrics, ABSOLUTELY FREE.

NAME _____ AGE _____

ADDRESS _____

CITY _____ STATE _____

Two disabled trains broke down at the same place, Belmar, N. J., last July 26th, blocking the New York & Long Branch main line. Jersey Central diesel failed first. A Pennsy steamer No. 1983, followed suit. Our own Steve Maguire, who lives in Belmar (802 10th Ave.) took the picture while passengers were being transferred to another train.

to flag in the rain. Now comes the account of a big Omaha switchman, Edward Zemanek, who wore Bermuda shorts on the job last summer.

"I started by rolling up my overalls," he said. "Then the weather grew so hot that I left them at home and wore shorts."

"How did the other yardmen take it?" a reporter inquired.

The big fellow grinned. "They laughed and hollered and whistled." •

AN AMUSING incident occurred the other day at the Reading station in Glenside, Pa., reports the agent, A. C. Murray Jr., Box 213, Bethayres, Pa.

"I was on duty as usual when an extra towerman inadvertently gave a wrong signal," he writes. "This delayed passenger train No. 249 and caused other complications. After things got straightened out I sat down to relax. Two minutes later I rose to answer a knock on the door.

"There stood 249's conductor. At first he was mad clear through, but pretty soon he laughed over the situation. He had walked to the tower and upstairs to learn the cause of the trouble. Meanwhile, the right signal showed and his train began to move. The conductor rushed out to board his train, but by that time it had picked up so much speed that it went by like a flash, with nearby Hatboro the next stop.

"What really annoyed the conductor was that he'd have to take another train to Hatboro but by the time he arrived there he'd be through for the day, and he'd wait around Hatboro an hour for a train to bring him home." •

LOOKS LIKE we started something in asking about men and their sons in active service as locomotive engineers at the same time. John M. Fields reports that Vernon C. Douglas, his son, Merle, and his son-in-law, J. Gardner, are on the Canadian National engineman's board at his home town, Truro, Nova Scotia. The father handles a switcher, the son is on the extra board, and the son-in-law is assigned to the Truro-Moncton freight pool.

Says a Canadian Pacific chief dispatcher, W. E. Smith, Smith Falls, Ont., "On our Winchester subdivision between Smith Falls and Montreal we have these engineers: G. Suffell and son and M. Kelly and son. Another engineer, pensioned a month ago, has two sons who have been running for years."

Several such cases may be found on the Pennsy's Philadelphia Division, according to a hogger on that division, R. W. Hull, 223 Enola Rd., Enola, Pa. These include M. R. Logan, Sr. and Jr.; E. W. Stick, Sr. and Jr.; R. E. Stowe, Sr. and Jr.; G. N. Linmyer, Sr. and Jr., and E. A. and D. A. Munchis, all engineers.

R. E. Steinloff names some father-son engineers on the New York Central's Toledo Division East: E. A. and A. E. Ewald, C. T. and T. C. Strange, T. J. Anders, Sr. and Jr., and A. T. and B. J. Bick.

Says J. H. Phelps, 717 S. 5th Ave., Pocatello, Ida.: "At one time here the Union Pacific had C. S. and T. A. Ogee, brothers, and T. A. Ogee Jr., the son of one of them, all engineers. If I were to thumb through my old train-books I would find times when I got all three men on the same train. C. S. Ogee was killed when a 3900 series engine upset on a 9-degree curve. T. A. is retired. His son is now a traveling engineer (road foreman).

"You may wonder how all three happened to work on a certain train at the same time. In the days before diesels, the Butte line used lots of helpers. We had C. S. regularly on freight and T. A. Jr. on the engineer's extra board, doubleheading out of Pocatello, and picked up T. A. Sr. at Dubois on the helper." •

HAROLD COOK'S article, "Water Stop" (Oct. '55), prompted this letter from a retired engineer, George L. Brown, 379 Maple Row, Lancaster, N. B., Canada:

"New Brunswick's Central Railroad, which ran between Norton and Chipman, did not go in for ordinary water towers. They built on which kept the spout hidden while not in use. You opened a door, pulled down the spout, watered your engine, and then returned the dripping spout to its private garage.

"One day a train stopped there as usual for water. The engineer spotted his locomotive near the tower but not quite near enough. After he had descended from the cab, his fireman moved her a little closer. Too close, in fact. The spout was already down. The fireman damaged it and tore off the door. For this he was fined two dollars."

Photo of Rio Grande Southern water tower illustrating Cook's article showed it two-thirds full, *not* one-third, as our caption stated. Several keen-eyed readers caught this error.

"The gage of such tanks have '0' at the top and the highest number at the bottom," explains Edward Mahoney, 507 Wellesley Drive, S. E., Albuquerque, N. M. "The marker is attached by a rope or chain to a float on the water inside the tank. This float gradually falls with the water level, thus pulling up the gage marker outside the tank."

Another photo showed Pennsy engine 5035 *(not* 3035) scooping water. This mistake was found by a Pennsy draftsman, R. C. Palmer, 15 N. 32nd St., Room 15, Philadelphia, Pa. •

AN OLD BOOMER telegrapher has "gone home." Harry Bedwell is sleeping out eternity in the graveyard at Whittier, Calif., mourned by his widow, Lorraine, and missed by the millions of readers.

As a boy, Harry "hammed" around his home-town depot before and after school, often staying late at night to copy from the wire, and at home he'd practice on a dummy telegraph set. He listened eagerly to train and engine men's talk and boomers' tall tales. His first visit to the pay car resulted from CB&Q brass-pounding at Andover, Mo. Later he wrote, "I shall never forget the thrill, power, and importance which were mine when I took that job."

But Harry never stayed anywhere long. "I deviled the chief dispatcher into making me a relief agent. After that I worked on main lines and branches, at busy stations and solitary night tricks. Then I drifted west: Salt Lake City and the D&RG; Springville and Lehi, with the tall mountains coming down, and Green River, Utah."

Next the Santa Fe, and a Southern Pacific desert trick. On and on he went. Pacific Electric train dispatcher. Years of free-lance writing. The Rio Grande again. Back to the SP—in California, Oregon, and California once more. End of the trail.

Bedwell told us: "My sorrow is for passing of the boomers who infested the operating departments on all our roads. They were a restless breed with tingling feet, and their lives were high adventure. Arrogantly proud of their craft, generous and cheerful under stress, dubious and pugnacious when all things seemed serene, they were nonchalant of hardships, virtues, and veracity. They were the glamour and the glory of railroading. To them it was the greatest game of all. They'd split their last dime with you or bust you on the nose if they thought you needed it. We'll never see their like again."

Bedwell ranked second to none as a railroad fictioneer. We published 32 of his stories; the *Saturday Evening Post,* 13; there were many others. His best character was *Eddie Sand,* a roving op and train dispatcher, in some respects like Harry himself. *Eddie* ran through dozens of magazine yarns and a book, *The Boomer.* Those stories have become classics. As a small tribute to a great author we will reprint one of them, "Sun and Silence," in our next issue. •

ON THE WAYBILL

100 YEARS OF CIRCUS TRAINS—entertaining, informative, well illustrated.

SUN AND SILENCE—one of Harry Bedwell's greatest fiction stories.

ALL-TIME LOCOMOTIVE ROSTER of the narrow-gage White Pass & Yukon Route.

COMPLETE LIST of present-day interurbans and streetcar lines in North America, compiled by Steve Maguire.

PLUS other articles and a full consist of true tales, short hauls, many pix, and all your favorite departments.

Shrinks Hemorrhoids New Way Without Surgery

Science Finds Healing Substance That Relieves Pain—Shrinks Hemorrhoids

For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids and to relieve pain — without surgery.

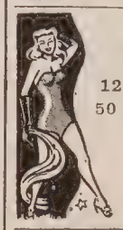
In case after case, while gently relieving pain, actual reduction (shrinkage) took place.

Most amazing of all — results were so thorough that sufferers made astonishing statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne*)—discovery of a world-famous research institute.

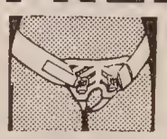
This substance is now available in *suppository* or *ointment form* under the name *Preparation H.** Ask for it at all drug counters—money back guarantee. *Reg. U. S. Pat. Off.

★ ★ ★ ★ ★ **SONG POEMS WANTED** TO BE SET TO MUSIC
Send Poems. Immediate Consideration.
PHONOGRAPH RECORDS MADE
FIVE STAR MUSIC MASTERS, 620 BEACON BLDG., BOSTON, MASS.



PARTY PAX
UNUSUAL FUN PACKAGE
12 POCKET SIZE CARTOON BOOKLETS
50 FUN & GAG CARDS
4 "HOT-SHOT" SHEETS
PLUS MEMBERSHIP CARD AND SPECIAL GIFT WITH EACH ORDER, ALL THIS—
only $1.
PARTY PAX DEPT. 17 P. O. Box 1295 Hollywood 28, California

FREE BOOK



ON RUPTURE CARE
Contains much helpful information. Shows how thousands have been helped by the comfortable, safe WEB Truss. Write today to:
WEB TRUSS CO. Dept. AM-1 HAGERSTOWN, MD.

Learn To **MOUNT BIRDS**

TAN SKINS, MAKE UP FURS
Be a Taxidermist. We teach you **at Home.** Mount **Birds, Animals, Pets,** common specimens. Save your hunting trophies; decorate home and den. Make genuine **KROME LEATHER,** tan and make up furs for sparetime profit. **INVESTIGATE TODAY**
FREE BOOK 48 pages-tells all about it. Hunters, get your copy.
It's **Now Free.** Send post card. State your **AGE.**
N. W. SCHOOL OF TAXIDERMY, DEPT. 4201, Omaha, Nebr.

60 POWER TELESCOPE $3.98
VARIABLE EYEPIECE 20X — 40X — 60X — BRASS BOUND
NEW! Three telescopes in one, 3 different magnifications, 20 power for ultra-bright images with 40 and 60 power for extra long range. Guaranteed to bring distant objects, people, sports events, ships, moon, stars, etc. 60 times as close.

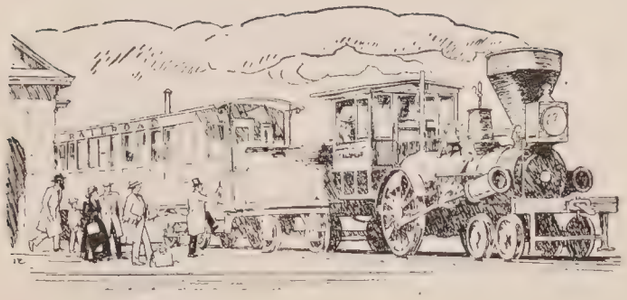
Most powerful for anywhere near the money. 5 Sections. Closes to 1 ft. long. Contains 4 ground and polished lenses. Also used as a powerful compound microscope. Directions included. Mass production enables us to offer this instrument at amazing price of $3.98 complete. Money back guarantee. We pay postage. Get yours NOW.
CRITERION CO. 331 Church St.
Dept. EAB 19 Hartford 1, Conn.

Borrow $50 to $600 BY MAIL

Confidential Loan Service
Need money? No matter where you live... you can borrow **BY MAIL,** $50.00 to $600.00 this easy, quick, **confidential** way. **No endorsers needed.** Employed men and women of good character eligible. Solve your money problems quickly and in complete privacy **with a loan made by mail.** Employer, relatives and friends will not know you're applying for a loan. Convenient monthly payments. Rush coupon—giving occupation—for Application Blank sent FREE in plain envelope. There's no obligation.
STATE FINANCE CO., 323 Securities Bldg.
Dept. N-203, OMAHA 2, NEBRASKA

FREE LOAN PAPERS IN PLAIN ENVELOPE

STATE FINANCE CO., Dept. N-203
323 Securities Bldg., Omaha 2, Nebraska
Please rush FREE Application Blank.
NAME_____
ADDRESS_____
CITY_____STATE_____
*Occupation*_____*Age*_____
*Amount you want to borrow $*_____



Books of the Rails

McCLOUD RIVER RR. GOLD SPIKE SPECIAL: East of Shasta, by Jack R. Wagner, Western Railroader, Box 688, San Mateo, Calif., 40 pages, $1.

A SPRIGHTLY essay written to commemorate the opening of this vigorous California freight line's new branch from Bear Flat to Burney. Contains photos, graphs, a map, and an all-time roster.

RAILROADING AROUND THE WORLD, by S. Kip Farrington, Jr., Coward-McCann, Inc., New York, 230 pages, illustrated, $10.

A survey of 34 railroads in 22 countries throughout the world, largely in Europe and South America. The photographs are excellent, but the less said about Mr. Farrington's rambling commentary the better.

THE END OF THE LINE, by Bryan Morgan, Cleaver-Hume Press, Ltd., 31 Wright's Lane, Kensington, London W. 8, England, 255 pages, illustrated, $3.75 post paid.

A charming book about Continental railways, which ought to satisfy all but the most statistically minded railfan. A novelist by profession, Mr. Morgan has a knack for communicating to his readers the character of more than 200 lines. The result is something like a travel book, a history, and a love letter.

NARROW-GAGE TO SILVERTON, by John B. Hungerford, Hungerford Press, Reseda, Calif., with sketches by Carl Fallberg, 36 pages, paperbound, $1.

A new brochure on the D&RGW narrow-gage passenger line to Silverton, this is probably the best-written of the lot. The photos are superb, though smaller than you might wish, and Fallberg humorously depicts the trials of keeping a narrow-gage line running. There are also a map, a timetable, and an ektachrome cover.

PERTINENT DATA ON PRINCIPAL RAILROADS OF THE WORLD BY COUNTRIES, Sales and Distribution Division, U. S. Department of Commerce, Washington 25, D. C., 20 cents.

Data on mileage, equipment, etc.

OFF WITH THE OLD, ON WITH THE NEW: The Story of the Steam Locomotives of the Bessemer & Lake Erie Railroad and Predecessor Companies, by Roy C. Weaver, Bessemer & Lake Erie RR., Pittsburgh, Pa., illustrated, 64 pages, free.

Eighty-five years of rail history is nothing to let pass without a nod, and so, in commemoration, the B&LE offers this account of its steam operation. A fine set of photographs illustrates the various engine types, while an all-time roster fills in the statistics. There's also a record of the last day of steam operation in various classes of service, with an appendix summarizing B&LE's diesel power.

In a less ambitious way, General Manager Beaver's booklet does for the B&LE what Messrs. Stindt and Dunscomb did for the Western Pacific. And that's praise indeed. Motive power enthusiasts won't want to miss it.

ADVANCED MODEL RAILROADING, by Louis H. Hertz, Simmons-Boardman Pub. Co., New York, illustrations, diagrams, 340 pages, $4.95.

Here is the latest word on model propulsion, control, and signal methods, including electronic developments; pattern-making, model-building, super-detailing, and model conversion, including the making of an HO live steamer.

THE AMERICAN RAILWAY INDUSTRY, by Carlton J. Corliss, Bellman Publishing Co., Box 172, Cambridge 38, Mass., 26 pages, paperbound, $1.

A quick glance at the railroad industry, its history and its employment requirements. "No other industry," says Corliss, "offers such a great variety of employment opportunities." Railroad jobs range from clerks and section men (the largest categories, 100,000 employes each) to teamster and stableman (the smallest group, only one man).

PICTORIAL HISTORY OF THE C&O TRAIN AND AUTO FERRIES AND PERE MARQUETTE LINE STEAMERS, by Arthur C. and Lucy F. Frederickson, Box 272, Frankfort, Mich., 70 pages, paperbound, $1.65 post paid.

A collection of rare and interesting photographs. Mr. Frederickson knows his subject matter, being a captain on the *Ann Arbor* No. 3, oldest carferry on the Great Lakes. Railfans won't see much of the rails, but they'll run into some exciting lake-faring stuff.

WHO'S WHO IN RAILROADING IN NORTH AMERICA, 13th Edition, edited by C. B. Tavenner and Ann Ortlinghaus, Simmons-Boardman Publishing Corp., New York City, 805 pages, $14.

Biographical notes on the big and not so big wheels in railroading and associated fields ranging from the Burlington's chief engineer, Henry A. Aalberg, to the Pittsburgh & Lake Erie freight transportation supervisor, Nat. E. Zitzman.

QUIZ, JR., School and College Service, Association of American Railroads, Transportation Bldg., Washington 6, D. C., free.

100 questions concerning American railroads today and yesterday.

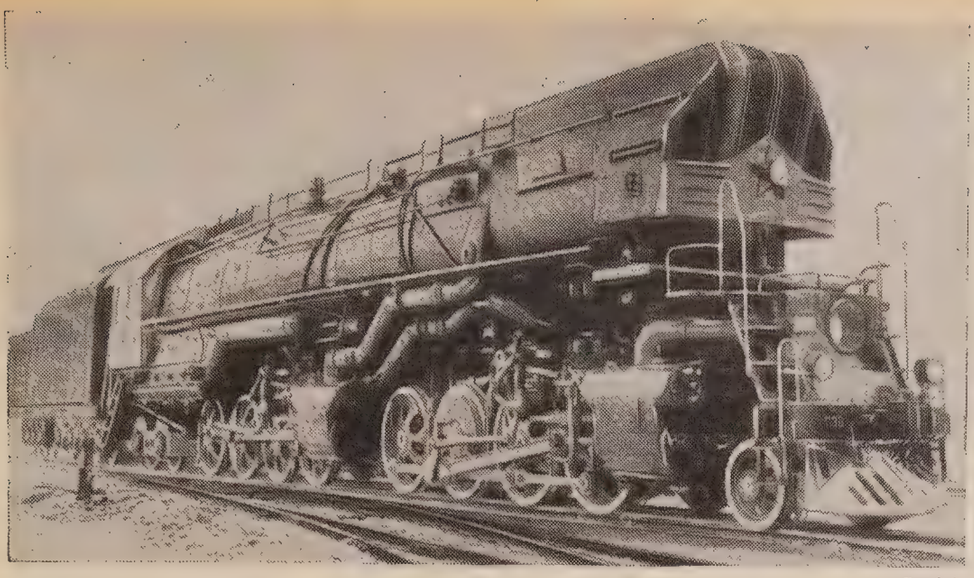
THE ROUTE OF THE ORANGE LIMITED: The Story of the Canandaigua St. Railway Co., the Canandaigua Electric Light & Railway Co., the Ontario Light & Traction Co., and the Rochester & Eastern Rapid Railway, by William Gordon, 55 Mayfair Drive, Rochester, N. Y.

A carefully documented account, anecdotal and historical, of trolley lines in the Rochester area, with photos.

ELECTRIC TRACTION ENGINEERING, by E. A. Binney, Cleaver-Hume Press, Ltd., 31 Wright's Lane, Kensington, London W. 8, England. 224 pages, 15 shillings.

A technical work on the design and use of traction machines and equipment, containing illustrations, photos of typical locomotives, and four folding control diagrams.

THE ENGINEERING EXPERIMENT STATION, University of Illinois, Urbana, Ill., has published a 36-page illustrated bulletin by John K. Tuthill, *The Railroad Dynamometer Car of the University of Illinois and the Illinois Central Railroad*, containing a brief history of the development of this type of test equipment, and diagrams and illustrations of the present car. Free, as long as the supply lasts.



Sovfoto

New Russian freight engine, 2-8-8-4 type, with 16-wheel tender.

RAILROAD HOBBY CLUB

STEAM POWER

LATEST WORD from the Virginian's motive power department, writes William E. Warden, 1726 Saunders Way, Glen Burnie, Md., is that "PA Class Pacifics 210, 213, 214, and 215 are still used on the Norfolk-Roanoke passenger runs. The road's 2-6-6-6's and 2-8-4's are stored prior to scrapping at Victoria, Roanoke, and Norfolk, Va., and at Princetown, W. Va., where an SB switcher is in operation in the yards. And that's all the steam the VGN has left.

"The Canton Railroad, a 38 mile switching property in Baltimore, whose name is derived from Baltimore's association with the 19th Century China Clippers, has two six-wheel switchers, 5 and 6. Built by Baldwin in 1919 and 1922 respectively, with 51 inch drivers, 200 pounds boiler pressure, and 41,200 pounds tractive effort, they have square steam chests, an anachonism on such modern engines. These two are reputed to be the last steam engines operating in the city. No. 6 is currently used to supplement the Canton's ten EMD's in general yard switching service. One of these goats will be kept indefinitely as an economical motive power reserve."

Joe MacDonald, New York City, reports seeing recently Central Vermont No. 707 (2-10-4, Texas type, biggest ever to run in New England) in service at St. Albans, Vt.; a 4-8-2 at White River Jct., some 2-8-0's, and two 8-wheeled CV switchers.

The Long Island's last steamers gave way to diesels on October 8, 1955.

Many readers submit evidence that coal-burning 4-6-0's are still in service on American rails. This flood of mail comments on Item 17 in Dec. '55 *Information Booth*.

Reports on Southern Pacific steam come to us from Dave Oliver, 324 S. 11th St., San Jose; Arthur C. Davis, 7323 Balcom Ave., Reseda; and Jack R. Bell, 1533 E. 8th St., Stockton, Calif. All commuter trains between San Francisco and San Jose are steam powered, with 4300 class Mountain types supplemented occasionally by 4400 class 4-8-4's. Two Pacifics are stored at the By Shore shops for scrapping. To the south, you'll find little steam outside of the Imperial Valley. The Los Angeles area sees it only on mail trains 90 and 91, soon to be dieselized.

Between Sacramento and Bakersfield, freights are pulled by 4-8-8-2 Mallets, 2-10-2's, ex Cotton Belt 4-8-4 800's, 4300 Mountain types, 4-8-4 Daylights, and the original conventional 4-8-4's.

This month's steam list was compiled from reports sent us by Richard Gibbons, Natick, Mass.; Peter I. Roehm, Pittsburgh, Pa.; Howard Noble, Detroit, Mich.; Cleland B. Wyllie, Ann Arbor, Mich.; Frank B. Parks, Southport, Ind.; Jon Mondahl, Plainfield, Wis.; Edward Hayes, Barneveld, N. Y.; Tom Cox, Hopstcong, N. J.; F. C. Gamst, Pasadena, Calif.; Eugene H. Blabey II, Albany, N. Y.; W. L. Reddy, Buffalo, N. Y.; and Jim Edmonston, Chevy Chase, Md. Previous lists have appeared in *Railroad* for January through December, 1955. We cannot, of course, guarantee their accuracy.

Baltimore & Ohio—North Vernon, Ind., yards—2-8-0's, switching; Chevy Chase, Md., roundhouse eleven T-1 4-8-4's, stored.

Boston & Maine—only 28 steamers remain—0-8-0: (H-2a) 612, 622, 624-25, 627; 2-6-0 (B-15b) 1455; (B-15c) 1493, 1495, 1498; 4-6-2: (P-2d) 3622-23. 3625, 3630, 3650, 3654; (P-2b) 3662, 3664, 3672. 73; (P-2c) 3687, 3689; (P-3b) 3713; 2-8-4 (T-1b) 4023; 4-8-2: (R-1d) 4113-4117.

Botwood Railway—Bishops Falls, Newfoundland.

Butchens Mining Co.—Newfoundland.

Canadian National—Niagara Falls, Ont.—4-6-2's, 2-8-0's, 0-8-0's, 2-8-2, 4-8-2's; Stratford, Ont.

Detroit Terminal—Detroit, Mich.—two 0-6-0's, stored.

E&G Brooke Iron Co.—Birdsboro, Pa.—Camelback No. 4; Ex-Reading 0-4-0, No. 1187; 0-4-0T No. 2.

General Crushed Stone—Leroy, N. Y.—0-4-0T, 2-6-0, stored.

Genesee & Wyoming—Retsof, N. Y.—2-6-0, stored.

Godchaux Sugars—Reserve, La., Division—narrow-gage 2-6-0's, 0-4-4T, 0-6-4T.

Grand Trunk—4-8-2's on trains 16-17, Portland, Md., to Montreal, Que.

Grand Trunk Western—Port Huron-Chicago—4-8-4's; Durand-Bay City—4-6-2's, occasional 2-8-2's.

Illinois Central—Indianapolis, Ind.—2-8-2's on freight, 0-8-0 in yards; Bloomington, Ind., yard—0-8-0.

Indian Hill & Iron Range—Chicago, Ill.—ex-B&OCT 0-8-0.

Intercolonial Coal—Westville, Nova Scotia.

Jersey Central—Middlesex, N. J.—0-8-0, dead; Elizabethport, N. J.—4-6-0, 4-6-2, 2-8-2's, dead.

Luria Brothers Scrap Co.—Modena (Coatesville), Pa. dead engines.

McCloud River—McCloud, Calif.—2-6-2's, 2-8-2's.

New York Central—Windsor, Fort Erie, Niagara Falls, Ont.—0-8-0's, 2-8-0, 2-8-2's; St. Thomas, Ont.—0-8-0's, 0-6-0's, 4-6-0's, 4-6-4, 2-8-2; Gardensville, N. Y.—stored.

Norfolk & Western—Shomo Yard, Hagerstown, Md.—2-8-8-2. 4-8-2.

North American Cement Co.—Security, Md.—0-4-0T.

Pennsylvania—Renova-Phillipston, Pa.—2-8-2's; Shomo-Yard, Hagerstown, Md.—2-8-0, 2-8-2, 2-10-0.

Pennsylvania-Reading Seashore Lines—Tuckahoe-Ocean City—E-6 Atlantics; G-5 Ten-wheelers; Philadelphia-Cape May—Reading G-3 Pacifics; Atlantic City—PRR K-4 Pacifics, 0-6-0's; Kearny, N. J., roundhouse—K-4's.

MEN GETTING UP NIGHTS LOSS OF VITALITY PAIN IN HIPS, LEGS OR BACK, NERVOUSNESS

These symptoms may be caused by Glandular Inflammation, a condition common to men over 40. The Kansas City Clinic, which has treated patients from every part of the country, has published a booklet which tells about a **NON-SURGICAL** treatment proved successful in thousands of cases. Write for your **FREE BOOKLET** today. It may save you years of suffering. Address Desk P-12

The Kansas City Clinic
920 Oak St., Kansas City 6, Mo.

POEMS WANTED For musical setting . . . Send your Poems today for FREE EXAMINATION. Any subject. Immediate consideration. **CROWN MUSIC CO. 1478-B Broadway, New York 36, N.Y.**

GOOD LUCK CHARM & SPINNER COIN

Be Happy—Go Lucky! Make Friends. Spin your blues away. Many claim it brings luck, wealth, happiness. Send now 25c for 1 or $1.00 for 5 coins. EXTRA! Free valuable gift for *single person*. Mention your age and sex. Satisfaction guaranteed.

FRIENDSHIP WORLD
P.O. Box 1664-AMG, Chicago 90, Ill.

EXPERT DICE

CARDS, INKS, etc.
STRONG! RELIABLE!
FREE CATALOG—Send for it Today!
O. C. NOVELTY CO., Dept. 2
1311 W. MAIN, OKLAHOMA CITY 4, OKLA.

LAW FREE BOOK THE LAW TRAINED MAN

Write today for a FREE copy of illustrated law book, **"THE LAW-TRAINED MAN,"** which shows how to earn the professional Bachelor of Laws (LL.B.) degree through home study of the famous Blackstone Law Course. All necessary books and lessons provided. Moderate cost; convenient terms. Write for FREE law training book today.
Blackstone School of Law, 225 N. Michigan Ave.
Founded 1890 **Dept. 421 Chicago 1, Ill.**

RUPTURED
BE *FREE* FROM TRUSS SLAVERY
NOW there is a new modern **Non-Surgical** treatment that permanently corrects rupture. These **Non-Surgical** treatments are so certain, that a Lifetime Certificate of Assurance is given. Write today for our New FREE Book that gives facts that may save you painful and expensive surgery, and tells **how non-surgically** you may again work, live, play and love and enjoy life in the manner you desire. There is no obligation.
Excelsior Hernia Clinic Dept. 2305 Excelsior Springs, Mo.

LOCOMOTIVE PHOTOGRAPH CO.
Box 367, 22nd St. Sta., St. Petersburg, Florida
GET OUR CATALOG. Send 25c for our new catalog and FREE 3x8 photo of Penna. 6-8-6 No. 6200. Largest listing of builders' photos in the world. All important engines from 1865 to the present day listed, including foreign engines, in various sizes.

GIVE BLOOD!
See Your Local Red Cross Chapter, Today!

HYPNOTISM
Be Popular Amaze Entertain
Learn to apply Hypnotism and Autosuggestion in short time by training at home, with GUARANTEED RESULTS—DON'T DELAY. Write to America's oldest, most famous Hypnotism school for free information—now—today. Sent in plain wrapper.
SCHOOL OF APPLIED HYPNOLOGY
Dept. 571, 120 Central Park South, N. Y. 19, N. Y.

AMAZING NEW POCKET SIZE RADIO
Really Works—Small as a Pack of Cigarettes!

NO TUBES, BATTERIES OR ELECTRIC "PLUG-INS." "TUNES IN" LOCAL STATIONS. Has new perma-crystal diode and SPEAKER PHONE—A marvelous real pocket size radio to take with you anywhere you go—GUARANTEED TO WORK and should last for years! SEND $1.00 (cash, m.o., ck) and pay postman $3.99 C.O.D. postage or send $4.99 for p.p. delivery. COMPLETE ready to play. By mail only from: Midway Co., Dept. PA-2, KEARNEY, NEBR.

H. A. Durfy, 3033 W. 61st, Seattle 7, Wash.

No. 1361, one of twenty Class S-4's now operated by Northern Pacific.

Potomac Electric Power—Washington, D. C.—0-4-0T's.

Quebec Central—Quebec City-Sherbrooke, Que.—4-6-4's, 4-6-2's.

Rail City Museum—Sandy Creek, N. Y.—0-4-0T's, 2-8-0, dead; 2-6-0 in use.

Reading—Reading, Pa., shops—0-6-0, No. 1261.

Soo Line—steamers remaining after dieselization—2-8-0: (F-9) 451, 459, 471-2; 4-6-2: (H-3) 728, 730, 735-36; 2-8-2: (L-1) 1002-3; (L-2) 1012-13, 1015, 1017-18, 1022-23; (L-4) 1025, 1027, 1034 (Ex Monon 500 series), stored.

Southern New York—Oneonta, N. Y.—Climax, No. 1, stored.

Steel Co. of Canada—Hamilton, Ont.—0-4-4's, 0-6-0's.

Toronto, Hamilton & Buffalo—Hamilton, Ont.—0-6-0, 2-8-0, 4-6-2, stored.

Unadilla Valley—New Berlin, N. Y.—4-6-0, No. 6, stored.

Union Pacific—East Yards, East Los Angeles, Calif.—2-8-2 (LA&SL 2709), 4-6-0 (SPLA&SL 25), stored, used for motion pictures; two 4-4-0's; San Pedro docks—0-6-0; this is the only steam on the Los Angeles-Salt Lake City Branch.

Virginia Blue Ridge—Tye River, Va.—ex-Army 0-6-0, 2-8-0.

Wisconsin Central—steamers remaining after dieselization—4-6-2: (H-23) 2718-19.

RAILROADIANA

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write very plainly.

No entry may exceed 28 words—unless it deals with back numbers of this magazine. Specify condition of all magazines and books. If you want pen pals, state what phases of railroading interest you most.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employes' (operating) timetables.

Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No entry will be acknowledged by mail.

SWITCH LIST

W. L. AUSTIN, 501 E. Belknap, Fort Worth, Tex., will sell *Railroad Magazine* Jan '48 to date, few misc. earlier issues, for best offer.

CARL BACHMANN, 4030 N. Plainfield Ave., Chicago 34, Ill., wants pix UP gas-turbine double-headed with steam or diesels on Sherman hill or WB out of Cheyenne.

DANNY BALCH, 13031 33 St., Seattle, Wash., wants info. and pix of Seattle trolleys, also n.g. roads pix and info.

ED BEACHAM, 4949 Neola Pl., Los Angeles 41, Calif., sells 35 mm. color slides D&RGW n.g., RGS, DSP&P, NCNG, SP n.g. 35c ea.

C. M. BEAVER, 5139 Caspar Ave., Los Angeles 41, Calif., will sell *Railroad Magazine*, Aug. '47 to date, *Trains* Aug. '41, Jan. '42 to date, good cond. State wants.

CARL BLAUBACH, 456 W. 46th St., Los Angeles 37, Calif., will sell *Railroad Magazine* and *Trains* 1940's, at 25c and 35c ea. LA Ry. and PE transfers, 1930-49, 20 for $1.

W. L. BOGLE, 1944 Maple Ave., Yuma, Ariz., will trade SP Yuma and Tucson div. tr. ords. for those of any N. Amer. rr.

FRANK BORST, 1704 Shawnee St., Leavenworth, Kan., wants old teleg. key, sounder mounted in goose-neck sounder box, good cond. Also Morse code instruction book.

JACK BROMLEY, 32 N. Drive, Toronto 13, Canada, wants pix, all types PCC's and ex-PE 5050's of Mex. City tramways.

W. BROSCHART,, 36 O'Kane St., Central Islip, N. Y., sells TARS front steel plate signs, $5 ea. Also Conn. Co. cardboard and cloth rte. signs, 75c ea.

RICHARD BRUNDAGE Jr., 60 Post St., Yonkers, N. Y., wants list of NYC and B&A steam power stored on lines E. of Buffalo.

HAROLD BUCKLEY, Jr., Box 45, Silver Spring, Md., wants negs. B&O, Mex. rds, PRR, WT, N&PBL, steam or diesel.

RAY BYERS, 167 Feronia Way, Rutherford, N. J., will sell Denver trolley pix, 2½x4½; 7 for 75c, postpaid.

PETER CRONIN, 1-C Lyn-Lea Drive, Lutherville, Md., will correspond with fans having tape recorders; wants Md. & Pa. roster, pix, etc.

DON DEGUEN, 304 S. 94th St., Milwaukee 14, Wis., wants steam negs and pix of M&StL and Spok. Int.

JIM DEYRUP, Swarthmore College, Swarthmore, Pa., will trade steam, elec. emp. tts. Send for list; state wants.

ROWAN DIETZ, Taylor E., Lehigh Univ., Bethlehem, Pa., wants pix Atlantic City-Ocean City Shore Fast Line.

M. F. ELDRIDGE, 340 Boiling Springs Drive, Lexington, Ky., wants color movies of FDDMS, PE, GPC, Speed-rail, KT&T, also D&RGW n.g.

CHAS. ELSTON, R. D. 2, Downingtown, Pa., has new 8 mm. movie list, PRR, B&O, WM, NYC, B&A, Erie, Rdg, D&H. Also size 616 action pix, all steam. List for 3c stamp.

A. B. FARROW, 820 B St., Auburn, Wash., sells old issues *Railroad Magazine* from 1929 on, *Ry. Age*, *Trains*, *Elec. Ry. Jour.*, etc. List for 3c stamp.

B. K. FENNING, 11 Lyman St., St. Catharine's, Ont., Canada, wants pix of streetcars, Can. and U. S. State price.

JAS. FISHER, 525 Oyster Pt. Rd., RFD 2, Denbigh, Va., wants to contact elec. tr. fans in Hampton Roads area.

TOM FRANCIS, 601 W. Forest Ave., Ypsilanti, Mich., will sell *Trains*, Mar. '49, good cond., 25c. Wants NYC *Headlight*, April '55.

ART FRANCISCO, 43 Franklin Ct., Garden City, N. Y., will buy clear prototype pix of B&M B-15 class Mogul.

PETER GARY, 680 12th St., Campbell, O., will trade size 616 steam pix U. S. and Can. rds., also B&O negs.

PAUL GRIMES, 221 Prospect Ave., Mt. Vernon, N. Y., sells old *Railroad Magazines*, *Off. Guides*, many old emp. tts., includ. aband. rds.

MEL GUETTER, 307 Foerster St., San Francisco, Calif., collects train pix.

J. F. HACK, 2944 Ridge Rd., Lansing, Ill., poor health, will sell cheap 120 diff. issues *Railroad Magazine* since March '38.

GORDON HAMILTON, Rte. 1, Box 15, Princetown, W. Va., will sell McBride's *Trains Rolling*, $2.50; Van Metre's *Trains, Tracks and Travel*, $1; Neal's *High Green and Bark Peelers*, $1.75; Wilson and Taylor's *Southern Pacific*, $2.25.

JOHN HARDACRE, 5 E. Signal Dr., Rapid City, S. D., wants used rr. condr.'s ticket punch.

DON HAYWARD, Sr., 38 Monastery Ave., West Springfield, Mass., sells steam pix of rds. in Northeast, also pass. cars, equip.; cabooses; blueprnts., photostats, etc. Lists: 15c.

E. C. HELEN, Dormycil, 103 Anchor Bay, R. 9, 3 Anchor Bay, Cape Town, South Africa, wants any size pix U. S. and Can. steam locos and trains.

BOB HESS, N. Maple Ave., Basking Ridge, N. J., wants *Railroad Man's Magazine*, 1906-18; PRR calendar 1925 or '26, info on Lake Sh. Elec. and Huron, O., streetcars, pre-1925.

ROBT. HICKS, 4704 Vineta, La Canada, Calif., offers new list railroadiana. 6c in stamps.

RAY F. HIGGINS, 419½ Katahdin Ave., Millinocket, Me., sells 2x2 black and white slides of BAR, all subjects, 21c ea., some in color. Postcards, 12c ea.

W. W. JACKSON, 507 Dennett St., Portsmouth, N. H., will sell *Baldwin Locomotives*, Jan., July '27; Jan. '28; good cond., for best offer.

HOWARD JENKINS, Box 402, Chester, Pa., wants rr., st.-car, bus, air, steamship tts., travel folders, ann. reports, postcards, transpt, mags.

ART JOHNSON, 1972 E. Commercial St., Springfield 2, Mo., sells pc size loco pix, 10 for $1; 6000 to choose from. 20c for 2 samples.

ARNOLD JOSEPH, 2512 Tratman Ave., N. Y. 61, N. Y., sells back issues *Railroad Magazine*, *Trains*, model mags, all years, good cond., unclipped. List: 3c stamp. Buys mag. collections.

TIM KAUFMAN, 534 S.E. 70th St., Portland 16, Ore., will buy negs UP locos, esp. diesels 1526, 1513, 1502, 1479, 1419, 1447, and steam 5400, 5404, 5405.

MR. KILBY, Box 445, Balboa, Canal one, sells pix Cent. Amer. n.g. elec, rrs., 1897 memorial, Panama RR. cent. and memorial; Kodachrome slides Costa Rican Northern. List 5c.

JOHN KILLORAN, Lewisburg, W. Va., will trade 35 mm. color slides and black and whites, steam and diesel, also passes.

JOHN KOCH, Joliett, Pa., will sell *Railroad Magazine* and *Model RRer*. Encl. 3c stamp for reply.

LARRY LASTRUCCI, 5 Robert Rd., Orinda, Calif., will sell size 116 pix SP, AT&SF, T&NO steam, 50 for $2.50, 110 for $5. Will pay $2 for any pix of SP 3210, regardless of cond.

RONALD LUTZ, 1060 S. Commercial St., Salem, Ore., wants SP steam negs., all older classes, esp. 1000, 3900, 4000, 5000 series. Also GN, NP, SP&S, Ore. Elec.

STEVE MAGUIRE, 802 10th Ave., Belmar, N. J., buys, trades, sells 35 mm. color slides of trolleys.

E. W. MAIER, 630 Marion Ave., Kalamazoo 59, Mich., will sell D&RG *Around-the-Circle*: HR&NYC *Atlas*, 1862; NP 1, 1872; Canada immigration map, 1893; Japanese RR. mag., 1929.

KEN MARSH, 801 Yadkin St., Kingsport, Tenn., sells p.c. and size 116 pix of Clinchfield, Sou., WM, others, short lines. Will buy negs. south. lines.

BILL McFARLAN, 356 E. Lancaster Ave., Downington, Pa., wants railfan pen pals in Africa, West Indies, S. Amer., and Pacific areas.

NORM McKNIGHT, Box 642, Bend, Ore., buys elec. negs of Johnstown, Waterloo, MTA. Ft. Collins, Bakersfield & Kern, Rdg., West Penn, Conn.

WM. McLIN, Supt. of Schools, Medfield, Mass., will sell or swap Me. 2-ft.-gage tkts. List, 3c stamp. Off. history Bridgton n.g. line, $1.

JOS. M'MAHON, 15 Adrian Ave., New York 63, N. Y., offers pub. and emp. tts., many east. rds, most pre-war. List: 3c stamp. Official guides 1945-'48, $1,25 ea.

ART MILLION, 4626 Monroe St., Chicago 44, Ill., wants PM loco. diag. book '33 or later. PM dist. diesel data book. Also pix, emp. tts.

BILL MILLSAYS, 409 S. Lincoln St., Robinson, Ill., will buy colored pix or slides Southern Ps-4's, NYC H-10's.

B. S. MOLNAR, 89-22 75th Ave., Glendale 27, N. Y., has 8x10 semi-matt trolley pix, 10c ea., 12 for $1, or trade.

L. D. MOORE, Jr., 21 Rowan Place, Cradock Gardens, Portsmouth, Va., will sell collection old rr. and model mags., tts., Loco. Ency., size 616 pix, negs., shortlines, interurbans. List: 10c.

R. E. MOORE, 14 Alexander Ave., Cheektowaga, N. Y., will buy or trade DL&W, LV emp. tts. for switch keys and locks.

MARTIN OZGA. 4774 Palmer, Dearborn, Mich., will buy Beebe's *Mixed Train Daily*, good cond., $8.

NORM PAULSON, Box 301, Danville, Ill., will sell 4x5 or 8x10 pix of Manch. & Oneida, Charles City W. elec., others.

L. K. PENNINGROTH, Larimore, St. Louis Co. 15, Mo., will sell United Rys. elec. st. car kerosene lant., $5.

KEITH PRATT, Bloomfield Station, Prince Edward Is., Canada, will buy 8 mm. films of Maine n.g., Silverton line, any small rds.

JOS. QUINN, Box 24, Tillson, N. Y., will sell 200 pix 60 U. S. and Can. rds. List: 6c in stamps. List and sample: 25c.

W. L. REDDY, 51 Century Dr., W. Seneca Branch, Buffalo 24, N. Y., will trade over 600 ind., logging, and coal rosters for rosters of Can. ind. rds. Wants data on contractors' locos. and geared locos.

W. REDMAN, 8781 Arcadia Ave., Detroit 4, Mich., will sell all 15 vols. *Trains* unclipped for best offer.

SY REICH, 92 St. Marks Place, New York City, sells pix and negs. of Eastern rds., steam, diesel, elec., trolley. Send for approvals.

NORM REINHARDT, 896 Main Ave., Passaic, N. J., wants any size negs of covered hopper cars of IC, CofG, FED, Frisco, NP, SP&S; also 0-8-0, 2-10-2, 4-8-4's, of AT&SF, Erie, DL&W, D&H, WM.

M. RICH, 163 Virginia Ave., Toronto, Canada, will take 8 mm. movies or 35 mm. color slides of Toronto sub. or surface lines.

W. ROBBINS, 1313 N. John St., Palestine, Tex., will buy, sell, or trade emp. and pub. tts., ann. passes, *Railroad Magazines*, *Trains*. Separate lists, 3c stamp.

DICK RUMBOLZ, 2819 Cedar Ave., Lincoln 2, Nebr., will sell or trade steam negs. CB&Q, UP, NP. List and sample, 10c.

FRANK SEIFFERT, Jr., Box 21, Orange, N. J., offers 5x7 enlrgmt. with steam or juice list. 25c ea.; both 40c. DL&W, FED, Rutland, CNJ, LV, LVT, PRT, PSCTNJ, Wilkes-Barre Rys., others.

JOHN SEVENTKO, 32 Sylvan Ave., Clifton, N. J., wants Erie, DL&W, LV, and Rdg. steam pix, emp. tts.

RONALD SIMS, 4207 Bowdoin St., Des Moines 13, Ia., wants info. on Des Moines & Central Iowa Ry. before diesels.

J. SHAFER, 700 Cottage St., Waterloo, Ia., wants steam thresher eng. cats., loco. cats., pix circus, rr. letters, watch fobs, farm and creamery machinery cats.

BEN SMITH, 265 Tompkins Ave., Brooklyn 16, N. Y., will sell *Railroad Magazine*, 1936-'54; *Model RR.*, 1934-'54; *Model Builder*, 1928-'40; wants very old train calendars.

KEN SORENSON, R. 1, Redfield, Ia., wants info., pix, negs. on old Des Moines Ry.

BOB SPENCER, 6152½ Hazelhurst Pl., Apt. 4, N. Hollywood, Calif., sells rr. books and mags.; list free.

FRED STECK, R. 1, Reese, Mich., will sell *Moody's Steam RR's*, 1926; *Official Guide*, 1904; some juice negs., tts, and 1922 *Car Bldrs.' Cyclo.*, for best offers.

R. W. TESCH, Carroll College, Caples Hall, Waukesha, Wis., wants size 616 negs. Chicago st.-cars; trades negs.

PAT THORNTON, Jr., 466 15th St., Brooklyn 15, N. Y., sells pix, negs., color slides N. Y., city trolleys. List, 10c. Wants pre-1949 pix B&QT surface lines.

HARRY TROVILLO, 377 Chittenden Ave., Columbus 1, O., will sell *Railroad Magazine*, 1933-'55; *Trains*; *Off. Guides*; emp. tts.; elec. tts. Free list.

CHAS. VAN WINKLE, 6609 Winton, Dallas 14, Tex., will take 35 mm. color slides Dallas st.-cars, Peter Witt and PCC, 3 for $1.25; D&RG n.g. color slides, streamliners, 50c ea.

GEO. WATKINS, 630 Catharine St., Ottawa, Ill., will sell *Railroad Magazine*, broken years, 1938-'43, fair cond., make offer.

NOEL WEAVER, Jr., 123 Newton Terrace, Waterbury 8, Conn., sells or trades steam pix, other railroadiana. List, 3c stamp.

OTTO WEISS, 3252 34th St., Long Island City 6, N. Y., wants pic Maine loco pulling 4-wheel coal car from mine.

BRIAN WHIPPLE, 15470 Prevost Ave., Detroit 27, Mich., wants to hear from teen-age railfans, esp. those interested in Alaska.

GARY WILSON, 353 Penn St., Pasadena 6, Calif., will sell 20 diff. rep. pix of west. elec. lines, $2.

PAUL WINNEY, R. 3, Box 1121, Jacksonville, Fla., wants 35 mm. color slides steam loco action shots SAL, Southern, ACL, FED, N&W, NYC.

H. YOUNGER, 8822 Cynthia St., Los Angeles 46, Calif., sells steam, diesel pix, SP, T&P, Katy, etc. List and sample, 15c.

MODEL TRADING POST

H. R. BLACKBURN will sell Lionel mags., 1933-'36; Lionel cats., 1937, '41, '42, '50-'52 to highest bidder. Also AF cat., 1946.

S. BLANC, 1350 Tennyson St., Denver 4, Colo., will sell AF diesel A-B units, single motor, like new, $30 pair; streamlined cars, $7.50 ea.; 6-wh. pass. trucks, $1.50 pair.

1/LT. B. C. BOWDEN, 502 E. Charlotte, Sumter, S. C., will sell or trade 25 HO locos, 30 cars, mounted double and single slip switches, ⅓ cost; wants Mantua Little 6 and *General*.

SILVIA BRISTOW, 733 E. Brookline, Winston-Salem, N. C., will trade passes model Sou. Piedmont lines for other model passes. Also rr. mags., steam pix, sizes 616, 620. List: 3c stamp.

ANTON BRUNS Box 520, Los Angeles 66, Calif., will sell model rr. pass-swapping directory, 300 U. S. and foreign listings, $1.06.

RAY FULLER, 1124 S. Lake St., Minitowoc, Wis., will sell assembled Mantua Mike with valve gear, new cond., for best offer over $20.

R. P. HAHN, 675 Northampton St., Hellertown, Pa., will sell new Marx 899 loco, tender, 2 gons, caboose, 413 switchman's tower, 8 secs. curved track, all $4.75.

BOB HESS, N. Maple Ave., Basking Ridge, N. J., wants Lionel, AF st. gage pass. cars, Lionel *State* series and *Broadway Ltd.* green series, and AF *President's Special* series. State price, cond.

FRANK KALAHAR, 6115 N. Vancouver Ave., Portland 11, Ore., will trade 8 new Varney HO kits for emp. tts. or sell lot $7, postpaid.

JOHN KOCH, Joliett, Pa., will sell or trade Lionel O and OZT, AF 2-rail equip., pre-1940. Info for 3c stamp.

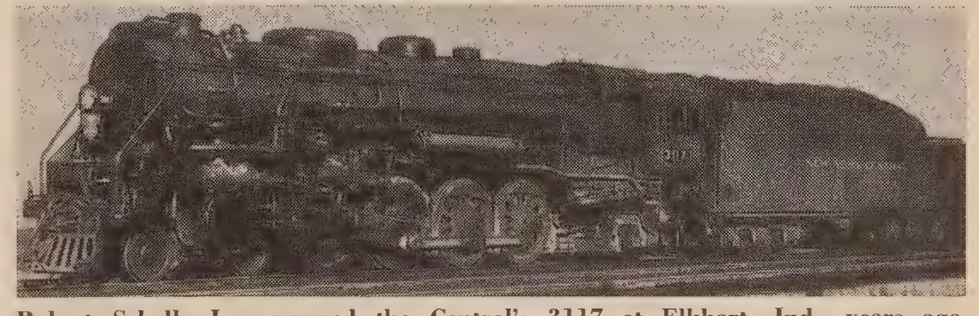
C. KOWAL, 1846 W. Cullerton St., Chicago 8, Ill., will buy ¼-in O-gage scale frt. cars or kits by Lobaugh, Athearn, Scalecraft, etc.

KEN LEVINSON, 10055 Paxton Ave., Chicago 17, Ill., will sell Lionel NYC 4-6-4, C&O switch, and UP Alco sets and equip.

JOHN PARRIS, 43-07 162 St., Flushing 58, N. Y., swaps model rr. letterheads or passes for those of his Yale RR.

BEN SMITH, 265 Tompkins Ave., Brooklyn 16, N. Y., has Lionel 072 gage switches, No. 711, 731, like new; 700, 763 Hudsons, Pennsy 0-6-0, scale frts. Wants pre-1920 toy trains, or good camera and binoculars.

FRED TONNE, 4465 N. 149th St., Milwaukee 10, Wis., will buy used HO steam locos, frt. cars, other equip., good cond. Full details in first letter.



Robert Schell, Jr., snapped the Central's 3117 at Elkhart, Ind., years ago.

New York Central System

The Central developed a powerful fleet of fast electric locomotives mostly for shuttle service between Harmon, N.Y., and the Grand Central Terminal. For many years no steamer was permitted to enter the big terminal.

Roster of NEW YORK CENTRAL

Motive Power

(Part 2)

10,710-Mile System Has Average of One Locomotive for Every Five Miles of the Track It Operates

ELECTRIC LOCOMOTIVES

Number	Class	Builder	Date	Wheel Arrangement	Weight	Drivers	Tractive Effort
200-213	P-1a	Alco-GE	1929	2-C+C-2	418,900	48	77,925
214-217	P-1a	Alco-GE	1930	2-C+C-2	418,900	48	77,925
219-221	P-1a	Alco-GE	1930	2-C+C-2	418,900	48	77,925
222	P-2a	Alco-GE	1951	2-C+C-2	406,480	48	74,075
150-156	Q	Alco-GE	1926	B-B	201,500	44	50,375
302-308	R-2	Alco-GE	1930	C+C	266,400	44	66,600
310-318	R-2	Alco-GE	1931	C+C	266,400	44	66,600
320-326	R-2	Alco-GE	1931	C+C	266,400	44	66,600
328-329	R-2	Alco-GE	1931	C+C	266,400	44	66,600
331-343	R-2	Alco-GE	1931	C+C	266,400	44	66,600
100	S-1	Alco	1904	2-D-2	234,200	44	36,600
101	S-2	Alco	1906	2-D-2	229,900	44	36,225
102	S-2	Alco	1906	2-D-2	227,700	44	35,600
103-104	S-2	Alco	1906	2-D-2	229,900	44	36,225
105	S-2	Alco	1906	2-D-2	227,700	44	35,600
106-107	S-2	Alco	1906	2-D-2	229,900	44	36,225
108	S-2	Alco	1906	2-D-2	227,700	44	35,600
109-111	S-2	Alco	1906	2-D-2	229,900	44	36,225
112-113	S-2	Alco	1906	2-D-2	227,700	44	35,600
114	S-2	Alco	1906	2-D-2	229,900	44	36,225
115-116	S-2	Alco	1906	2-D-2	227,700	44	35,600
117-120	S-2	Alco	1906	2-D-2	229,900	44	36,225
121-122	S-2	Alco	1906	2-D-2	227,700	44	35,600
123	S-2	Alco	1906	2-D-2	229,900	44	36,225
124-126	S-2	Alco	1906	2-D-2	227,700	44	35,600
127-128	S-2	Alco	1906	2-D-2	229,900	44	36,225
129-134	S-2	Alco	1906	2-D-2	227,700	44	35,600
135-136	S-3	Alco	1908	2-D-2	249,800	44	38,075
137-145	S-3	Alco	1909	2-D-2	249,800	44	38,075
247	T-1a	Alco	1913	B-B+B-B	252,200	36	63,050
248-256	T-1a	Alco	1913	B-B+B-B	252,200	36	63,050
257-262	T-2a	Alco	1914	B-B+B-B	279,100	36	68,775
263-269	T-2b	GE	1917	B-B+B-B	280,500	36	70,125
271-272	T-2b	GE	1917	B-B+B-B	280,500	36	70,125
273-282	T-3a	Alco-GE	1926	B-B+B-B	292,600	36	66,400

DIESEL-ELECTRIC LOCOMOTIVES

PASSENGER

Number	Class	Builder	Date	Wheel Arrangement	Weight	Cylinders	Wheel Diameter	Tractive Effort
4000-4002	DPA-1a	EMD-GM	1945	A1A-A1A	323,000	12&12-8½x10	36	54,475
4003	DPA-1a	EMD-GM	1945	A1A-A1A	339,000	12&12-8½x10	36	57,125
4004-4007	DPA-1a	EMD-GM	1945	A1A-A1A	323,000	12&12-8½x10	36	54,475
4100-4103	DPB-1a	EMD-GM	1945	A1A-A1A	310,000	12&12-8½x10	36	52,250
4008-4019	DPA-1b	EMD-GM	1947	A1A-A1A	322,300	12&12-8½x10	36	54,325
4020	DPA-1b	EMD-GM	1947	A1A-A1A	339,000	12&12-8½x10	36	57,125
4021-4023	DPA-1b	EMD-GM	1947	A1A-A1A	322,300	12&12-8½x10	36	54,325
4104-4107	DPB-1b	EMD-GM	1947	A1A-A1A	310,000	12&12-8½x10	36	52,250
4024-4029	DPA-1c	EMD-GM	1948	A1A-A1A	323,300	12&12-8½x10	36	54,475
4108-4113	DPB-1c	EMD-GM	1948	A1A-A1A	313,000	12&12-8½x10	10	52,750
4030-4035	DPA-1d	EMD-GM	1949	A1A-A1A	365,500	12&12-8½x10	36	55,000
4200-4201	DPA-2a	Alco	1948	A1A-A1A	308,000	16-9x10½	40	51,925
4300-4301	DPB-2a	Alco	1948	A1A-A1A	304,300	16-9x10½	40	51,250
4202-4203	DPA-2b	Alco	1948	A1A-A1A	311,300	16-9x10½	40	52,450
4302-4303	DPB-2b	Alco	1948	A1A-A1A	309,300	16-9x10½	40	52,125
4204-4207	DPA-2c	Alco	1949	A1A-A1A	311,700	16-9x10½	40	51,425
4400-4405	DPA-3a	FM	1949	A1A-A1A	333,300	10-8⅛x10	42	58,100
4208-4211	DPA-4a	Alco	1950	A1A-A1A	318,000	16-9x10½	40	52,500
4304	DPB-4a	Alco	1950	A1A-A1A	314,000	16-9x10½	40	51,850
4212	DPA-4b	Alco	1950	A1A-A1A	311,800	16-9x10½	40	51,500
4213-4214	DPA-4c	Alco	1952	A1A-A1A	315,900	16-9x10½	40	51,125
4036-4039	DPA-5a	EMD-GM	1951	A1A-A1A	332,700	12&12-8½x10	36	56,075
4040-4047	DPA-5b	EMD-GM	1951	A1A-A1A	333,800	12&12-8½x10	36	56,250
4048-4053	DPA-5b	EMD-GM	1952	A1A-A1A	333,800	12&12-8½x10	36	56,250
4054-4061	DPA-5c	EMD-GM	1952	A1A-A1A	334,400	12&12-8½x10	36	56,250
4062-4063	DPA-5d	EMD-GM	1953	A1A-A1A	334,200	12&12-8½x10	36	56,325
4064-4095	DPA-5e	EMD-GM	1953	A1A-A1A	333,800	12&12-8½x10	36	56,325
4500-4507	DPA-6a	FM	1952	B-A1A	313,800	12-8⅛x10	42	64,575

COMBINATION

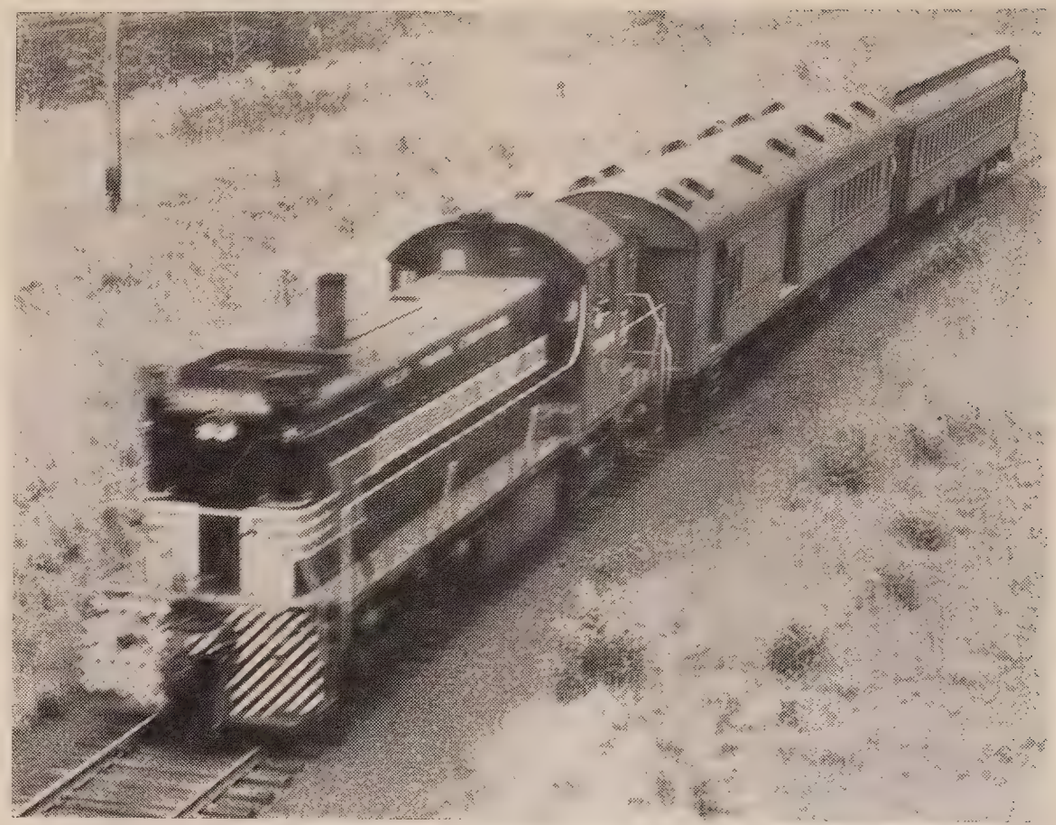
3500-3503	DCA-1a	EMD-GM	1947	B-B	249,300	16-8½x10	40	62,325
3600-3601	DCB-1a	EMD-GM	1947	B-B	252,000	16-8½x10	40	63,000
3200-3201	DCA-2a	BLW	1947	A1A-A1A	335,800	8-12¾x15½	42	55,250
3202-3203	DCA-2a	BLW	1948	A1A-A1A	335,800	8-12¾x15½	42	55,250
3210	DCB-2a	BLW	1947	A1A-A1A	335,000	8-12¾x15½	42	55,100
3211	DCB-2a	BLW	1948	A1A-A1A	335,000	8-12¾x15½	42	55,100

FREIGHT

1600-1603	DFA-1a	EMD-GM	1944	B-B	234,000	16-8½x10	40	55,550
2400-2403	DFB-1a	EMD-GM	1944	B-B	227,000	16-8½x10	40	56,750
1604-1605	DFA-1b	EMD-GM	1946	B-B	231,200	16-8½x10	40	57,800
1606-1623	DFA-2a	EMD-GM	1947	B-B	236,100	16-8½x10	40	59,025
2404-2413	DFB-2a	EMD-GM	1947	B-B	227,400	16-8½x10	40	56,850
1624-1635	DFA-2b	EMD-GM	1948	B-B	234,000	16-8½x10	40	58,500
2414-2415	DFB-2b	EMD-GM	1948	B-B	225,800	16-8½x10	40	56,450
2416-2419	DFB-2b	EMD-GM	1948	B-B	248,200	16-8½x10	40	62,050
1636-1646	DFA-2c	EMD-GM	1949	B-B	235,100	16-8½x10	40	58,775
2420-2421	DFB-2c	EMD-GM	1949	B-B	248,200	16-8½x10	40	62,050
1647-1648	DFA-2d	EMD-GM	1949	B-B	235,100	16-8½x10	40	58,775
1649-1650	DFA-2d	EMD-GM	1949	B-B	247,500	16-8½x10	40	61,875
1651-1662	DFA-2d	EMD-GM	1949	B-B	235,100	16-8½x10	40	58,775
2422-2429	DFB-2d	EMD-GM	1949	B-B	248,200	16-8½x10	40	62,050
1663-1676	DFA-2e	EMD-GM	1949	B-B	234,900	16-8½x10	40	58,725
2430-2432	DFB-2e	EMD-GM	1949	B-B	248,200	16-8½x10	40	62,050
2433-2435	DFB-2e	EMD-GM	1949	B-B	231,600	16-8½x10	40	57,900
1677-1710	DFA-2f	EMD-GM	1951	B-B	246,000	16-8½x10	40	61,500
2436-2442	DFB-2f	EMD-GM	1951	B-B	246,000	16-8½x10	40	61,500
1711-1781	DFA-2g	EMD-GM	1952	B-B	246,200	16-8½x10	40	61,550
1782-1837	DFA-2g	EMD-GM	1951	B-B	246,200	16-8½x10	40	61,550
1838-1841	DFA-2g	EMD-GM	1952	B-B	246,200	16-8½x10	40	61,550
2443-2474	DFB-2g	EMD-GM	1952	B-B	247,200	16-8½x10	40	61,800
1842-1873	DFA-2h	EMD-GM	1952	B-B	246,000	16-8½x10	40	61,650
1000-1003	DFA-3a	Alco	1947	B-B	239,400	12-9x10½	40	59,850
3300-3301	DFB-3a	Alco	1947	B-B	231,800	12-9x10½	40	57,950
1004-1013	DFA-3b	Alco	1948	B-B	240,300	12-9x10½	40	60,075
3302-3306	DFB-3b	Alco	1948	B-B	231,800	12-9x10½	40	57,950
1014-1032	DFA-3c	Alco	1948	B-B	241,100	12-9x10½	40	60,275
3307-3311	DFB-3c	Alco	1948	B-B	231,800	12-9x10½	40	57,950
1033-1040	DFA-3d	Alco	1949	B-B	240,300	12-9x10½	40	60,275
3312-3315	DFB-3d	Alco	1949	B-B	232,100	12-9x10½	40	58,025
1041-1043	DFA-3e	Alco	1949	B-B	239,000	12-9x10½	40	60,075
3316-3322	DFB-3e	Alco	1949	B-B	230,500	12-9x10½	40	57,625
3800-3803	DFA-4a	BLW	1948	B-B	258,000	8-12¾x15½	42	64,500
3700-3701	DFB-4a	BLW	1948	B-B	254,700	8-12¾x15½	42	63,675
5000-5001	DFA-5a	FM	1947	A1A-A1A	347,000	10-8½x10	42	60,000
5002	DFA-5b	FM	1948	A1A-A1A	243,200	10-8⅛x10	42	60,800
5003-5005	DFA-5b	FM	1949	A1A-A1A	348,800	10-8⅛x10	42	60,800
5100	DFB-5a	FM	1948	A1A-A1A	349,700	10-8⅛x10	42	60,950
5101	DFB-5a	FM	1949	A1A-A1A	349,700	10-8⅛x10	42	60,950
5006-5013	DFA-6a	FM	1950	B-B	259,800	10-8⅛x10	42	64,950
5014-5017	DFA-6b	FM	1950	B-B	259,000	10-8⅛x10	42	64,750
5102-5104	DFB-6b	FM	1950	B-B	257,300	10-8⅛x10	42	64,325
1044-1045	DFA-7a	Alco	1951	B-B	249,000	12-9x10½	40	62,250
1046-1087	DFA-7b	Alco	1951	B-B	249,000	12-9x10½	40	62,250
3333-3354	DFB-7b	Alco	1951	B-B	247,800	12-9x10½	40	61,950
1088-1107	DFA-7c	Alco	1951	B-B	247,200	12-9x10½	40	61,800
3355-3364	DFB-7c	Alco	1951	B-B	247,200	12-9x10½	40	61,800
1108-1123	DFA-7d	Alco	1952	B-B	248,600	12-9x10½	40	62,150
3365-3372	DFB-7d	Alco	1952	B-B	246,800	12-9x10½	40	61,700
3804-3811	DFA-8a	BLH	1951	B-B	255,000	8-12¾x15½	42	63,750
3812-3821	DFA-8a	BLH	1952	B-B	255,000	8-12¾x15½	42	63,750
3702-3705	DFB-8a	BLH	1951	B-B	250,400	8-12¾x15½	42	62,600
2706-3709	DFB-8a	BLH	1952	B-B	250,400	8-12¾x15½	42	62,600
6600-6607	DFA-9a	FM	1952	B-B	255,000	8-8⅛x10	42	63,750
6900-6903	DFB-9a	FM	1952	B-B	253,500	8-8⅛x10	42	63,375

FREIGHT TRANSFER

7100-7105	DFT-1a	FM	1948	B-B	251,800	10-8⅛x10	42	62,950
7110-7114	DFT-1b	FM	1948	B-B	252,400	10-8⅛x10	42	63,100
7115-7116	DFT-1c	FM	1948	B-B	251,800	10-8⅛x10	42	62,950
7106-7109	DFT-1d	FM	1948	B-B	253,300	10-8⅛x10	42	63,325
7117-7118	DFT-1e	FM	1949	B-B	252,200	10-8⅛x10	42	63,050



New York Central System

Diesels replaced steam on the Central's Putnam Division in Sept. '51.

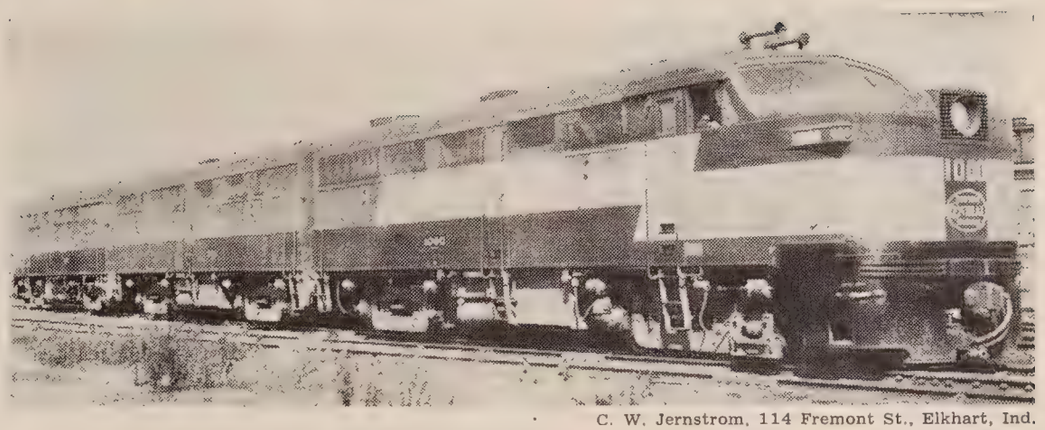
DIESEL-ELECTRIC LOCOMOTIVES (Continued)

ROAD SWITCH

Number	Class	Builder	Date	Wheel Arrange-ment	Weight	Drivers		Tractive Effort
8100	DRSP-1a	Alco	1948	B-B	246,800	6-12½x13	40	61,700
8101-8108	DRS-1b	Alco	1948	B-B	243,200	6-12½x13	40	60,800
8109-8111	DRS-1c	Alco	1950	B-B	241,000	6-12½x13	40	60,250
8112-8113	DRSP-1d	Alco	1950	B-B	240,000	6-12½x13	40	60,000
8200-8201	DRSP-2a	Alco	1948	B-B	145,500	12-9x10½	40	61,375
8202-8208	DRS-2b	Alco	1949	B-B	246,100	12-9x10½	40	61,525
8209-8222	DRSP-2c	Alco	1950	B-B	244,800	12-9x10½	40	61,200
7300-7301	DRSP-3a	BLW	1948	B-B	265,800	12-9x10½	40	66,450
5600-5607	DRS-4a	EMD-GM	1950	B-B	246,500	16-8½x10	40	61,625
5608-5611	DRSP-4b	EMD-GM	1950	B-B	248,800	16-8½x10	40	52,200
5612-5623	DRS-4c	EMD-GM	1950	B-B	246,200	16-8½x10	40	61,550
5624-5625	DRSP-4d	EMD-GM	1950	B-B	246,600	16-8½x10	40	61,650
5626-5675	DRS-4e	EMD-GM	1951	B-B	245,000	16-8½x10	40	61,250
5676-5681	DRS-4f	EMD-GM	1951	B-B	244,500	16-8½x10	40	61,125
5682-5685	DRSP-4g	EMD-GM	1951	B-B	247,300	16-8½x10	40	61,825
5686-5708	DRS-4h	EMD-GM	1952	B-B	246,800	16-8½x10	40	61,700
5709-5712	DRSP-4j	EMD-GM	1952	B-B	249,000	16-8½x10	40	62,250
5713-5724	DRS-4k	EMD-GM	1952	B-B	246,000	16-8½x10	40	61,500
5725-5734	DRS-4l	EMD-GM	1953	B-B	244,400	16-8½x10	40	61,000
5735-5737	DRSP-4m	EMD-GM	1953	B-B	246,800	16-8½x10	40	61,700
5738-5807	DRSP-4n	EMD-GM	1953	B-B	248,400	16-8½x10	40	62,100
5808-5817	DRS-4p	EMD-GM	1953	B-B	245,200	16-8½x10	40	61,300
6200-6215	DRSP-5a	Lima	1950	B-B	247,500	8-9x12	40	61,875
8223-8230	DRSP-6a	Alco	1950	B-B	248,500	12-9x10½	40	62,125
8231-8243	DRS-6b	Alco	1951	B-B	248,300	12-9x10½	40	62,075
8244-8280	DRSP-6c	Alco	1951	B-B	248,500	12-9x10½	40	62,125
8281-8284	DRS-6d	Alco	1951	B-B	247,800	12-9x10½	40	61,950
8285-8307	DRSP-6e	Alco	1951	B-B	247,800	12-9x10½	40	61,950
8308-8319	DRSP-6f	Alco	1952	B-B	248,800	12-9x10½	40	62,200
8320-8342	DRSP-6g	Alco	1952	B-B	250,600	12-9x10½	40	62,650
8343-8352	DRSP-6h	Alco	1953	B-B	247,000	12-9x10½	40	61,850
8353-8357	DRS-6j	Alco	1953	B-B	245,500	12-9x10½	40	61,375
7000-7012	DRS-7a	FM	1951	B-B	248,000	8-8⅛x10	42	62,000
6220-6236	DRSP-8a	BLH	1951	B-B	248,800	6-12¾x15½	40	62,200

SWITCH

507	DES-1b	GE	1942	B-B	143,200	6-4⅞x6	34	35,800
509-510	DES-1c	GE	1942	B-B	144,500	6-4⅞x6	34	36,125
526-534	DES-3	IR-Alco-GE	1930	B-B	252,400	6-10x12	44	63,100
536-541	DES-3	IR-Alco-GE	1930	B-B	252,400	6-10x12	44	63,100
543-550	DES-3	IR-Alco-GE	1930	B-B	252,400	6-10x12	44	63,100
552-560	DES-3	IR-Alco-GE	1930	B-B	252,400	6-10x12	44	63,100
564-566	DES-3	IR-Alco-GE	1930	B-B	252,400	6-10x12	44	63,100
567-573	DES-4	EMD-GM	1936	B-B	202,000	8-8x10	40	50,000
574-579	DES-5a	EMD-GM	1939	B-B	206,500	6-8½x10	40	51,625
580	DES-5b	EMD-GM	1943	B-B	195,700	6-8½x10	40	48,925
581	DES-5b	EMD-GM	1942	B-B	195,700	6-8½x10	40	48,925
582-584	DES-5b	EMD-GM	1943	B-B	195,700	6-8½x10	40	48,925
585-609	DES-5c	EMD-GM	1949	B-B	196,000	6-8½x10	40	49,000
610-614	DES-5d	EMD-GM	1950	B-B	196,000	6-8½x10	40	49,150
615-619	DES-5e	EMD-GM	1950	B-B	199,400	6-8½x10	40	49,850
620-621	DES-5e	EMD-GM	1950	B-B	196,400	6-8½x10	40	49,850
650-653	DES-6a	EMD-GM	1939	B-B	223,500	6-8½x10	40	55,875
654-666	DES-6b	EMD-GM	1939	B-B	222,100	6-8½x10	40	55,525
667-668	DES-6c	EMD-GM	1939	B-B	223,500	6-8½x10	40	55,875
669-671	DES-6c	EMD-GM	1940	B-B	223,500	6-8½x10	40	55,875
672-691	DES-6d	EMD-GM	1941	B-B	223,100	6-8½x10	40	55,775
692-694	DES-6e	EMD-GM	1941	B-B	224,500	6-8½x10	40	56,125
695-697	DES-6f	EMD-GM	1941	B-B	224,700	6-8½x10	40	56,175
698-699	DES-6g	EMD-GM	1941	B-B	223,500	6-8½x10	40	55,875
700-704	DES-6g	EMD-GM	1942	B-B	223,500	6-8½x10	40	55,875
800-801	DES-7a	Alco	1938	B-B	215,800	6-12½x13	40	53,950
802-805	DES-7a	Alco	1939	B-B	215,800	6-12½x13	40	53,950
806-810	DES-7e	Alco	1939	B-B	217,500	6-12½x13	40	54,375
811	DES-8a	Alco	1940	B-B	196,000	6-12½x13	40	49,000
812-817	DES-8b	Alco	1942	B-B	200,500	6-12½x13	40	50,125
818-819	DES-8b	Alco	1943	B-B	200,500	6-12½x13	40	50,125
820	DES-8b	Alco	1943	B-B	200,500	6-12½x13	40	50,125
821-822	DES-8b	Alco	1943	B-B	200,500	6-12½x13	40	50,125
823-826	DES-8b	Alco	1943	B-B	200,500	6-12½x13	40	50,125
827-848	DES-8b	Alco	1944	B-B	198,000	6-12½x13	40	49,500



C. W. Jernstrom, 114 Fremont St., Elkhart, Ind.

New York Central 1000 and 1001, renumbered 4200 and 4201, on *The Pacemaker*.

8715-8718	DES-13c	EMD-GM	1948	B-B	248,300	12-8½x10	40	60,075
8719-8739	DES-13d	EMD-GM	1948	B-B	248,300	12-8½x10	40	60,075
8740-8749	DES-13e	EMD-GM	1949	B-B	247,200	12-8½x10	40	61,800
8750-8766	DES-13f	EMD-GM	1948	B-B	247,600	12-8½x10	40	61,900
8767-8773	DES-13f	EMD-GM	1949	B-B	247,600	12-8½x10	40	61,900
8774-8789	DES-13g	EMD-GM	1949	B-B	247,000	12-8½x10	40	61,750
8790-8802	DES-13h	EMD-GM	1949	B-B	246-500	12-8½x10	40	61,625
8803-8810	DES-13j	EMD-GM	1949	B-B	247,000	12-8½x10	40	61,750
8811-8834	DES-13k	EMD-GM	1949	B-B	247,000	12-8½x10	40	61,750
9100-9101	DES-14a	FM	1946	B-B	240,500	6-8⅛x10	40	60,125
9102-9103	DES-14b	FM	1948	B-B	246,300	6-8⅛x10	40	61,575
9104-9105	DES-14c	FM	1949	B-B	251,000	6-8⅛x10	40	62,750
9106-9108	DES-14d	FM	1949	B-B	245,600	6-8⅛x10	40	61,400
9109	DES-14d	FM	1950	B-B	245,600	6-8⅛x10	40	61,400
9110	DES-14e	FM	1950	B-B	245,600	6-8⅛x10	40	61,400
8400-8405	DES-15a	Lima	1949	B-B	240,400	8-9x12	40	60,100
8406-8411	DES-15b	Lima	1951	B-B	247,000	8-9x12	40	61,750
8835	DES-16a	EMD-GM	1949	B-B	247,200	12-8½x10	40	61,800
8836-8850	DES-16b	EMD-GM	1950	B-B	246-500	12-8½x10	40	61,625
8851-8855	DES-16c	EMD-GM	1950	B-B	246,800	12-8½x10	40	61,700
8856-8879	DES-16d	EMD-GM	1950	B-B	246-500	12-8½x10	40	61,625
8880-8897	DES-16e	EMD-GM	1950	B-B	246,200	12-8½x10	40	61,550
8898-8903	DES-16f	EMD-GM	1950	B-B	247,000	12-8½x10	40	61,750
8904-8910	DES-16g	EMD-GM	1950	B-B	248,000	12-8½x10	40	62,000
8911-8921	DES-16h	EMD-GM	1951	B-B	247,400	12-8½x10	40	61,850
8922-8928	DES-16j	EMD-GM	1951	B-B	246,900	12-8½x10	40	61,725
8929-8930	DES-16k	EMD-GM	1951	B-B	246,600	12-8½x10	40	61,650
8931-8940	DES-16l	EMD-GM	1951	B-B	247,000	12-8½x10	40	61,750
8941-8951	DES-16m	EMD-GM	1952	B-B	246,800	12-8½x10	40	61,700
8952-8961	DES-16n	EMD-GM	1952	B-B	247,000	12-8½x10	40	61,750
8962-8989	DES-16p	EMD-GM	1953	B-B	246,800	12-8½x10	40	61,700
8990-9001	DES-16q	EMD-GM	1953	B-B	246-500	12-8½x10	40	61,625
9002-9008	DES-16r	EMD-GM	1953	B-B	246,400	12-8½x10	40	61,600
9111-9118	DES-17a	FM	1950	B-B	250,000	6-8⅛x10	40	62,500
9119-9120	DES-17a	FM	1951	B-B	250,000	6-8⅛x10	40	62,500
9121-9137	DES-17b	FM	1952	B-B	245,600	6-8⅛x10	40	61,400
9602-9607	DES-18b	EMD-GM	1952	B-B	230,700	8-8½x10	40	57,675
9608-9623	DES-18c	EMD-GM	1953	B-B	230,600	8-8½x10	40	57,650
9624-9627	DES-18d	EMD-GM	1953	B-B	239,200	8-8½x10	40	59,800
9800-9820	DES-19a	Lima	1951	B-B	228,800	6-9x12	40	57,200
9308-9310	DES-20a	BLH	1951	B-B	234,700	6-12¾x15½	40	58,675
9311-9328	DES-20b	BLH	1952	B-B	246,800	6-12¾x15½	40	61,700

HUMP TRAILERS

450-453	DHT-1a[1]	Harmon	1945	B-B	253,700		44	63,425
470	DHT-2b[2]	Harmon	1945	B-B	266,100		44	66,625
471	DHT-2c[2]	Harmon	1946	B-B	264,000		44	66,000
472	DHT-2c[2]	Harmon	1948	B-B	264,000		44	66,000
473-474	DHT-2d[2]	Harmon	1950	B-B	266,000		44	66,500

Distribution of Locomotives (NYC System)

849-863	DES-8c	Alco	1945	B-B	197,600	6-12½x13	40	49,500
864-873	DES-8d	Alco	1950	B-B	197,000	6-12½x13	40	49,250
874-903	DES-8e	Alco	1950	B-B	196,400	6-12½x13	40	49,100
904-916	DES-8f	Alco	1951	B-B	197,400	6-12½x13	40	49,350
950	DES-9a	Alco	1940	B-B	217,200	6-12½x13	40	54,300
951-957	DES-9b	Alco	1941	B-B	214,200	6-12½x13	40	53,550
750	DES-10a	BLW	1941	B-B	216,500	6-12¾x15½	40	54,125
751	DES-10b	BLW	1942	B-B	215,200	6-12¾x15½	40	53,800
752-754	DES-10c	BLW	1942	B-B	215,200	6-12¾x15½	40	53,800
755-761	DES-10d	BLW	1944	B-B	197,600	6-12¾x15½	40	49,400
8500-8506	DES-11a	Alco	1943	B-B	230,400	6-12½x13	40	57,600
8507-8509	DES-11a	Alco	1944	B-B	230,400	6-12½x13	40	57,600
8510-8524	DES-11b	Alco	1944	B-B	229,400	6-12½x13	40	57,350
8525-8534	DES-11c	Alco	1945	B-B	229,400	6-12½x13	40	57,350
8235-8236	DES-11d	Alco	1946	B-B	230,000	6-12½x13	40	57,500
8537-8539	DES-11e	Alco	1948	B-B	232,500	6-12½x13	40	58,125
8540-8549	DES-11f	Alco	1949	B-B	230,300	6-12½x13	40	57,575
8550-8556	DES-11g	Alco	1949	B-B	230,200	6-12½x13	40	57,550
8566-8570	DES-11h	Alco	1950	B-B	228,500	6-12½x13	40	57,125
8571-8589	DES-11j	Alco	1950	B-B	228,500	6-12½x13	40	57,125
8590-8632	DES-11k	Alco	1952	B-B	239,000	6-12½x13	40	59,750
8633-8667	DES-11l	Alco	1953	B-B	230,600	6-12½x13	40	57,650
9300-9304	DES-12a	BLW	1944	B-B	240,700	8-12¾x15½	40	60,175
9305-9307	DES-12b	BLW	1945	B-B	239,200	8-12¾x15½	40	59,800
8700-8704	DES-13a	EMD-GM	1946	B-B	247,600	12-8½x10	40	61,900
8705-8714	DES-13b	EMD-GM	1947	B-B	247,200	12-8½x10	40	61,800

NOTES AND COMMENTS

[1]Equipped to operate with on DES-7, one or two DES-11's, one DES-13, or one DES-16 locomotive in hump yard service.

[2]Equipped to operate with one or two DES-11's, one DES-13, or one DES-16 locomotive in hump yard service.

In the designation of electric locomotives, except class "R," the first letter indicates the general design and wheel arrangement. The numbers and letters following the class letter indicate differences in design.

In the designation of diesel electric locomotives the index letters DES indicates a diesel-electric switching locomotive; DRS indicates a diesel road-switching locomotive without steam heat equipment. DRSP indicates a diesel road-switching locomotive with steam heat equipment. DFA indicates a diesel freight A (leading) unit; DFB, a diesel freight B (booster) unit; DFT indicates a diesel freight transfer locomotive; DPA, a diesel passenger A unit; DPB, a diesel passenger B unit; DCA indicates a diesel combination passenger and freight locomotive; and DHT a diesel hump trailer, which, while it cannot operate by itself is nonetheless a motive power unit. The numbers and letters following the three index letters indicate differences in design.

The following abbreviations have been used to indicate builders: Alco—American Locomotive Co.; BLW—Baldwin Locomotive Works; BLH—Baldwin-Lima-Hamilton Co.; EMD-GM—Electro-Motive Division, General Motors; FM—Fairbanks-Morse; GE—General Electric; Harmon—New York Central's shops, Harmon, N. Y.; IR—Ingersoll-Rand; Lima—Lima Locomotive Co.

Line East

DES-5: 585-588, 590, 594, 598-604. DES-6: 650, 659-668. DES-10: 750-761. DES-7: 800, 802-805. DES-8: 811-817, 823-825, 829-830, 834, 845-846, 849, 852-861, 865, 868-869, 874, 878, 888, 891, 893-896, 903-909. DES-9: 951-957. DES-11: 8500-8506, 8510, 8514-8515, 8527-8536, 8550-8551, 8553, 8555-8557, 8559, 8561, 8563-8565, 8567-8568, 8570-8575, 8578-8587, 8589-8592, 8596-8598, 8600-8601, 8603, 8605, 8607-8608, 8610-8618, 8620, 8622-8623, 8627-8632. DES-17: 9121-9137. DES-12: 9300-9307. DES-20: 9308-9328. DHT: 450, 453, 471-472, 475 DFA-3b: 1008-1013. DFA-3c: 1014-1032. DFA-3d: 1033-1040. DFA-3e: 1041-1043. DFA-7a: 1044-1045. DFA-7b: 1046-1087. DFA-7c: 1088-1107. DFA-7d: 1108-1123. DFB-3c: 3310-3311. DFB-3d: 3312-3315. DFB-3e: 3316-3322. DFB-7a: 3323-3332. DFB-7b: 3333-3354. DEF-7c: 3355-3364. DFB-7d: 3365-3372. DFB-4a: 3700-3701. DFA-4a: 3800-3803. DPA-1a: 4000-4007. DPA-1b: 4008-4023. DPA-1c: 4024-4029. DPA-1d: 4030-4035. DPA-5a: 4036-4039. DPA-5b: 4040-4053. DPA-5c: 4054-4061. DPA-5d: 4062-4063. DPA-5e: 4064-4095. DPA-1a: 4100-4103. DPB-1b: 4104-4107. DPB-1c: 4108-4113. DPA-2a: 4200-4201. DPA-2b: 4202-4203. DPA-4a: 4208-4211. DPA-4b: 4212. DPA-2a: 4300-4301. DPB-2b: 4302-4303. DPB-4b: 4304. DRSP-4n: 5738-5761. DRSP-5a: 6200-6201. DRSP-8a: 6220-6236. DRS-7a: 7000-7012. DFT-1a: 7100-7103. DFT-1d: 7106-7109. DFT-1b: 7110-7114. DFT-1c: 7115-7116. DFT-1e: 7117-7118. DRSP-3a: 7300-7301. DRS-1b: 8101-8102, 8104-8105. DRS-1c: 8111. DRS-2b: 8202-8208. DRSP-2c: 8210-8213, 8216-8217, 8221. DRS-6b: 8231-8243. DRSP-6c: 8244-8280. DRS-6d: 8281-8284. DRSP-6e: 8285-8307. DRSP-6f: 8308-8310. DRSP-6g: 8320-8342. DRSP-6h: 8343-8352.

Line East Electric Zone

S-1: 100. S-2: 101-134. P-2a: 222. P-2b: 223-224. T-1a: 247. T-1b: 248-256. T-2a: 257-262. T-2b: 263-269, 271-272. T-3a: 273-282. R-2: 315-318, 320-326, 328-329, 332-335, 337, 340-343.

DES-8: 875, 889-890, 892, 899, 901-902, 910-913, 915-916. DES-11: 8604, 8619, 8621, 8624-8626. DES-3: 527-529, 531, 533-534, 536-540, 544-545, 547-550, 552-556, 558, 560, 564-565.

Line West (including Ohio Central)

H-5: 1333-1334, 1368, 1370, 1386, 1394-1395, 1404-1405, 1428, 1437, 1440, 1448, 1450, 1456, 1458, 1465-1466, 1469, 1477, 1487, 1524, 1591, 1594. L-2: 2808, 2811, 2978, 2982-2983. J-1: 5222, 5238, 5261, 5288, 5296, 5318. J-3: 5405-5406, 5408-5409, 5411-5415, 5422-5426, 5433, 5435-5437, 5439-5443, 5445-5447, 5449-5453. S-1: 6000-6004, 6006-6025. H-6: 6326, 6335, 6352, 6371, 6394-6395, 6398-6399. U-2: 7345, 7361-7362, 7376, 7385, 7403, 7411, 7416, 7422, 7429, 7431, 7437, 7441, 7443, 7449, 7451, 7455-7456, 7473, 7478, 7487. U-3: 7674, 7676, 7680, 7687-7688, 7711, 7716, 7759, 7789, 7808, 7818, 7822, 7857, 7860.

DES-1c: 509-510. DES-5: 574-576, 578, 581-582, 584, 589, 591-593, 605-614, 617-618. DES-6: 651-653, 655, 657-658, 672-676, 695-697. DES-8: 818-822, 826, 831-833, 835-844, 851. DES-11: 8507-8509, 8511, 8513, 8516, 8519-8526, 8552, 8554, 8558, 8560, 8569, 8576-8588, 8593-8594, 8609. DES-13: 8700, 8702-8704, 8751, 8757-8759, 8761, 8763-8764, 8766, 8770, 8803-8810. DES-16: 8851, 8853, 8880-8897, 8911-8930, 8941-8942, 8978-8982, 8985-9001. DES-14: 9104-9110. DES-18: 9604-9607, 9618-9622. DHT: 451, 470. DFA-1a: 1600-1603. DFA-1b: 1604-1605. DFA-2a: 1606, 1608-1609, 1613, 1620. DFA-2b: 1630-1633. DFA-2c: 1636-1638, 1640-1642, 1644-1646. DFA-2d: 1647-1652. DFA-2e: 1669-1671, 1674. DFA-2f: 1677-1710. DFA-2g: 1711-1720, 1723-1743, 1766-1776, 1780-1789, 1811-1812, 1825-1841. DFA-2h: 1842-1844, 1846-1847, 1868, 1870. DFB-1a: 2400-2403. DFB-2a: 2405-2408, 2413. DFB-2b: 2414, 2416-2419. DFB-2g: 2420-2421. DFB-2d: 2422-2423, 2425-2428. DFB-2e: 2431-2432. DFB-2f: 2436-2440. DFB-2g: 2443-2447, 2449-2457, 2459-2464, 2466-2467, 2469, 2471-2474. DPA-3a: 4400-4405. DPA-6a: 4500-4507. DFA-5a: 5000-5001. DFA-5b: 5002-5005. DFA-6a: 5006-5013. DFA-6b: 5014-5017. DFB-5a: 5100-5101. DFB-6a: 5102-5104. DRS-4a: 5600-5607. DRSP-4b: 5608-5609. DRS-4e: 5631, 5656-5673, 5675 DRS-4h: 5686-5693, 5695-5700, 5703-5708. DRSP-4j: 5710-5712. DRSP-4n: 5776-5779, 5786-5807. DRS-4p: 5808-5812. DFA-9a: 6600-6607. DFB-9a: 6900-6903. DFT-1a: 7104-7105. DCA-2a: 3200-3203. DCB-2a: 3210-3211.

Indiana Harbor Belt

DES-13c: 8715-8718. DES-13d: 8719-8739. DES-13g: 8774-8789. DES-13h: 8790-8802. DES-13k: 8811-8834. DES-16a: 8835. DES-16f: 8836-8850. DES-16a: 8856-8879. DES-16r: 9002-9008 DHT: 473-474, 476.

Chicago River & Indiana

DES-15b: 8406-8411. DES-19a: 9800-9820.

Boston & Albany

DES-7: 801, 806-810. DES-8: 866, 870-873, 879-887. DES-11: 8517-8518, 8566, 8602, 8606. DES-17: 9111-9120. DEF-3a: 1000-1003. DFA-3b: 1004-1007. DFB-3a: 3300-3301. DFA-3b: 3302-3306. DFB-3g: 3307-3309. DRSP-5a: 6202-6203, 6205-6206, 6208. DRSP-1a: 8100. DRS-1b: 8103, 8106-8108. DRS-1g: 8109-8110. DRSP-1d: 8112-8113. DRSP-2a: 8200-8201. DRSP-2c: 8209, 8214-8215, 8218-8220, 8222. DRSP-6a: 8223-8230. DRSP-6f: 8311-8319.

Cleveland, Cincinnati, Chicago & St. Louis

H-5: 1305, 1310-1312, 1314, 1316, 1318, 1320-1321, 1327, 1337, 1342-1343, 1346, 1364-1366, 1427, 1436, 1453, 1460, 1462-1463, 1473, 1480, 1488, 1490-1491, 1514, 1571, 1576, 1579, 1587-1588, 1596, 1599. H-6: 1877, 1881, 1889-1890, 1892-1893. H-7: 1953-1955, 1958-1960, 1962, 1965, 1967, 1969-1970, 1974-1975, 1977-1978, 1980-1983, 1985-1986, 1989-1991, 1995, 1998. L-2: 2800, 2801-2802, 2815, 2820-2821, 2826, 2829, 2838, 2844, 2846-2847, 2849, 2861, 2869, 2878, 2882, 2886, 2889-2890, 2921, 2925-2926, 2932-2933, 2936, 2945-2946, 2954, 2975-2976, 2988, 2997. L-3a: 3000-3001, 3005, 3010, 3012, 3014, 3023. L-3b: 3032, 3037-3038, 3045-3049. L-3c: 3053, 3064. L-4: 3104-3105, 3108, 3118, 3125-3126, 3129, 3131, 3134, 3137, 3143-3144, 3148. J-1: 5211, 5247, 5260, 5263, 5267, 5269, 5273, 5275, 5310, 5312, 5340, 5363, 5371, 5373, 5375, 5377, 5386, 5389, 5392, 5394, 5396, 5401, 5403, 5404. S-1: 6005. H-6: 6302, 6306, 6317, 6320, 6331, 6334, 6344, 6367, 6385, 6391, 6396, 6412-6413. B-11: 6717, 6783-6785, 6825, 6835-6836, 6910, 6932, 6934. U-2: 7349, 7383, 7417, 7440. U-3: 7601, 7605, 7621-7622, 7625-7626, 7628, 7631, 7633, 7642, 7648, 7651, 7690-7691, 7722, 7742, 7744-7745, 7747, 7749, 7786, 7791-7794, 7799, 7803-7805, 7811, 7819-7820, 7826, 7833-7834, 7838, 7870-7871, 7875, 7881, 7902, 7905-7907, 7912-7913, 7915, 7925, 7935, 7940, 7947, 7987-7988, 7990, 7992-7993.

DES-4: 567-573. DES-5: 577, 579-580, 615-616. DES-6: 654-656. DES-8: 827-828, 850, 862-863. DES-9: 950. DES-15: 8400-8405. DES-11: 8562, 8595. DES-13: 8760, 8762, 8765, 8768-8769, 8773. DES-16: 8898-8903, 8943-8951, 8967-8970, 8983-8984. DES-18: 9602-9603, 9623-9627. DFA-2a: 1611, 1615. DFA-2c: 1639, 1643. DFA-2d: 1653-1662. DFA-2e: 1672-1673. DFA-2g: 1721-1722, 1777-1779, 1790-1806, 1809-1810, 1813-1823. DFA-2h: 1845, 1848-1867, 1871. DFB-2d: 2429. DFB-2e: 2441-2442. DFB-2g: 2448, 2465, 2468, 2470, 2472. DCA-1a: 3500-3503. DCB-1a: 3600-3601. DFB-8a: 3702-3709. DFA-8a: 3804-3821. DRSP-4b: 5610-5611. DRS-4e: 5626-5630, 5632-5642, 5644-5648, 5651-5653, 5655, 5674. DRS-4h: 5694, 5701-5702. DRSP-4j: 5709. DRSP-4n: 5764-5775. DRSP-5a: 6204, 6207, 6209-6115.

Louisville & Jeffersonville Bridge & Railroad Co.: U-3a: 12. DES-18a: 16, 17.

Michigan Central—United States

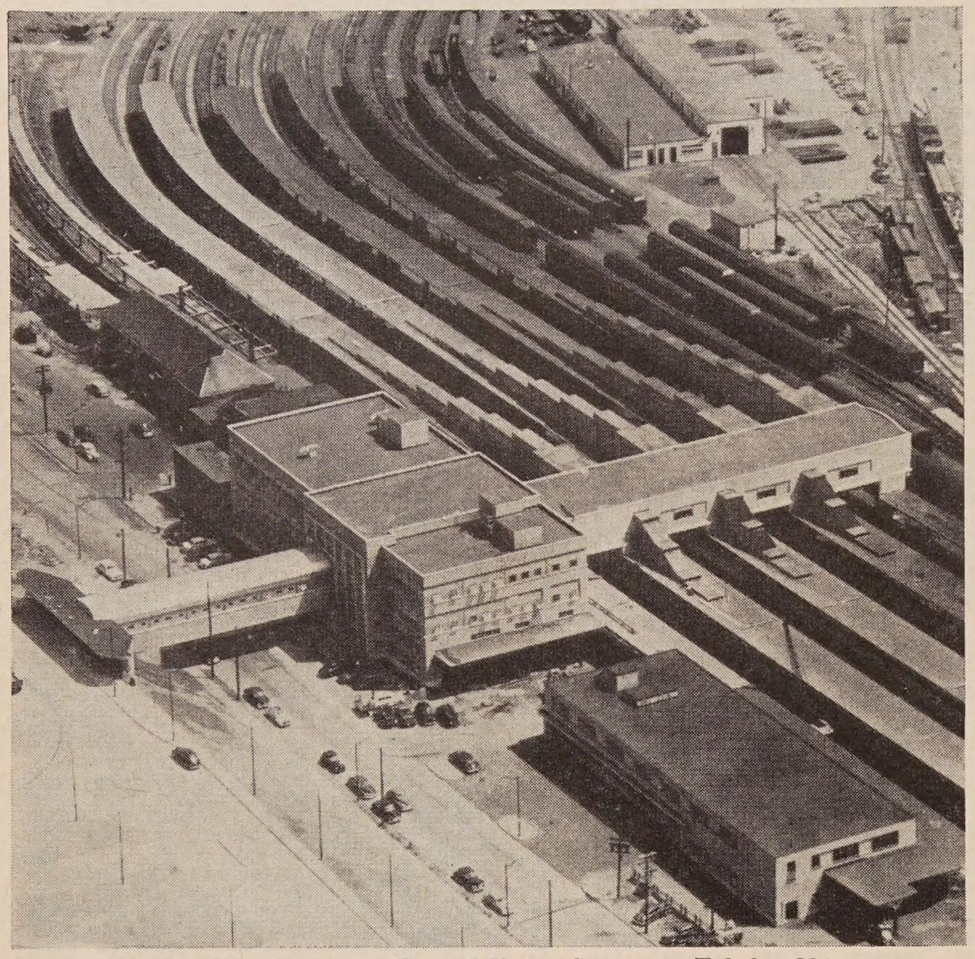
H-5: 1350, 1353, 1411, 1414-1415, 1420, 1434-1445, 1451, 1459, 1468, 1479, 1572. H-7: 1972, 1992, 2020-2021, 2024, 2029, 2040, 2057 2062, 2065, 2068-2069. L-2: 2819, 2831, 2833, 2858, 2876, 2887, 2973. L-4: 3102, 3106, 3110, 3115-3117, 3119-3121, 3123-3124, 3127-3128, 3132, 3135, 3139, 3141. J-1: 5314, 5353, 5360, 5364. J-3: 5425, 5429, 5434. U-2: 7339, 7378, 7386, 7400, 7406, 7453, 7467, 7470, 7483, 7488, 7510, 7515, 7518, 7527, 7530, 7532, 7534. 7538, 7571, 7574. U-3: 7640, 7645, 7650, 7653, 7659, 7686, 7718, 7790, 7796, 7816, 7831, 7844, 7846, 7850-7851, 7853, 7856, 7859, 7864-7865, 7882.

DES-3: 541, 557. DES-5: 583, 595-597, 619-621. DES-6: 669-671, 677-694, 697-704. DES-8: 848, 864, 876-877, 897-898, 900, 914. DES-11: 8599. DES-13: 8701, 8750, 8752-8756, 8767, 8771-8772. DES-16: 8852, 8854-8855, 8962-8966, 8971-8977. DES-18: 9608-9617. DHT: 452. DFA-2a: 1607, 1610, 1612, 1614, 1616-1619, 1621-1623. DFA-2b: 1624-1629, 1634-1635. DFA-2e: 1663-1668, 1675-1676. DFA-2g: 1744-1765, 1807-1808. DFA-2h: 1869, 1872-1873. DFA-2a: 2404, 2409-2412. DFB-2b: 2415 DFB-2d: 2424. DFB-2e: 2433-2435. DFB-2g: 2458, 2473. DRS-4e: 5643, 5649-5650, 5654. DRSP-4n: 5762-5763, 5780-5785. DRS-4p: 5813-5817

Michigan Central—Canada

G-6: 1130-1132, 1142, 1194, 1196-1199. F-82: 1290-1291. H-7: 2003, 2007, 2013, 2016-2018, 2022, 2030, 2032, 2034, 2042-2043, 2046, 2049-2050, 2053, 2058. J-1: 5374. B-10: 6993, 6995. B-11: 6997. U-2: 7504-7508, 7511, 7522, 7539, 7550-7553.

The above list was correct as of April 30, 1955. A detailed report on the Pittsburgh & Lake Erie was unavailable, but, stored at McKees Rocks, Pa., are 60 steam locomotives—7 class A-2a's, Nos. 9400-9406, and 53 class U-3's from the following group: U-3j, Nos. 7950-7974 (formerly 9000-9024; U-3k, Nos. 8000-8049; U-31, Nos. 8050-8074.



Four railroads use the Central Union Station at Toledo, Ohio.

FLAGSTOPS

PACIFIC RAILROAD SOCIETY, Los Angeles, will sponsor a weekend excursion, Dec. 30-Jan. 2, to Guaymas, Sonora, Mexico, over the SP via Yuma, Tucson, and Nogales, and over the Pacific RR via Nogales, Hermosillo, and Guaymas. Return via Benjamin Hill, Mexicali, and Puerto Penasco on the Sonora & Baja California. Tours in Guaymas and Hermosillo. Fare: about $110, including Pullman and 10 meals. Other trips: Feb. 5 over SP to Bakersfield, March 3-4 over Kaiser's Eagle Mt. Railroad via SP. Contact Carl Blaubach, Excursion Director, Pacific RR Society, P. O. Box 5279, Metropolitan Station, Los Angeles 55, Calif.

FRENCH NATIONAL RAILROADS, to acquaint the public with great strides made since World War II, have published a beautiful paper-bound book, *Les Chemins de Fer en France;* 88 large pages, 15 diagrams and maps, and 146 photos (6 full pages in color). Text matter in French; English-language summary. Any *Railroad Magazine* reader may get a copy of this book *free*—as long as supply lasts—by contacting FNR office nearest home: 610 Fifth Ave., New York City, or 320 Geary St., San Francisco, Calif., or 1231 St. Catherine St. W., Montreal, Canada. ●

WILLIAM E. WARDEN, 1726 Saunders Way, Glen Burnie, Md., reports he finds it much easier to snap pictures on the rights-of-way of small roads than on the property of big systems.

"In fact," he says, "the courtesy and service extended by a railroad to fans is inversely proportional to the road's track mileage." He calls this Warden's Theory. We'd like to hear from readers who care to take a whack at proving or disproving it.

$4000 IN CASH PRIZES is offered by the New Haven for the best paintings of New England Autumn. $1000 first prize for best watercolor and oil, other prizes of $500, $200, $100, honorable mentions. For details contact any New Haven ticket office, or Room 3634, Grand Central Terminal, New York 17, N. Y. Contest closes Jan. 15, 1956.

RAILFAN CLUBS: The Railroad Enthusiasts have organized a new chapter in Taunton, Mass.—the Old Colony division. Meets 4th Friday of each month in New Haven's Taunton Station.

Railway Historical Society of San Diego County. For information, write Eric Sanders, 7861 Normal Ave., La Mesa, Calf. Newsletter: *Dispatcher.*

Steam Club of Ontario. For information, write Edward Emery, 29 Gore Vale Ave., Toronto, Ontario, Canada.

WASHINGTON CHAPTER, NRHS, will sponsor trip, Feb., 1956, over Southern and steam-powered Virginia Blue Ridge from Washington to Piney River, Va. Fare: about $6.50. Contact Howard R. Aeberli, 2910 S. Buchana St., Arlington 6, Va.

ANNUAL SHOW, Little Rock Ridge RR Club, Dec. 27-29, HO gage, 726 W. Glenwood Ave., Philadelphia 40, Pa.

ANNUAL SHOW, New York Society of Model Engineers, Feb. 10-22, Lackawanna Terminal, Hoboken, N. J. Admission: 40c adults, 25c children. Those interested in exhibiting in any field of model building write for entry blank.

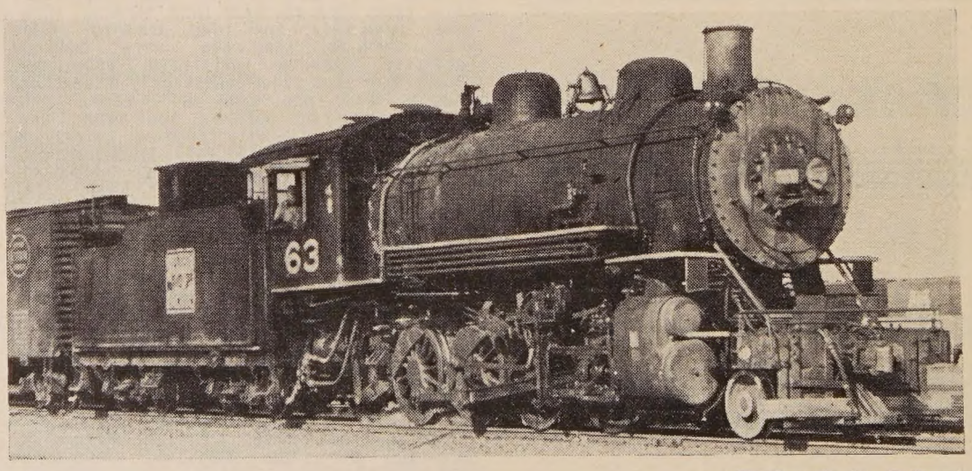
LOGGING ROADS omitted from list in the August issue come to us from John P. Killoran, 315 Bell Drive, Lewisburg, West Virginia. All are in British Columbia.

On the mainland:
Begbie Pole yard, Begbie, .92 miles long.
Columbia Cellulose Co. Ltd., Watson Island, 5.08.
Morrissey Fernie & Michel Railway Co., Fernie, Coal Creek, and Elk River, 6.35.
O'Brien Logging Co. Ltd., Northern & Eagle River RR, Stillwater, 5.
Pacific Coast Terminals Co., Ltd., New Westminster, 5.2.
Keller Logging Co., Ltd., Aero, 20.
Canada Creosoting Co., Ltd., North Vancouver, .75.
On Vancouver Island:
Macmillan & Bloedel, Ltd., Franklin River, 51.50.
British Columbia Forest Products, Ltd., Youbou, 26.40.
British Columbia Forest Products, Ltd., Renfrew Division, South, Port Renfrew, 22.50.
British Columbia Forest Products, Ltd., Renfrew Division, North, Port Renfrew, 13.
Canadian Forest Products, Ltd., Englewood, 101.44.
Comox Logging & Railway Co., Ladysmith, 28.45.
Hillcrest Lumber Co., Ltd., Mesachie Lake, 7.5.
MacMillan & Bloedel, Ltd., Copper Canyon Railway (Camp No. 1), Chemainus, Seymour, Conichan Lake District, 5.
MacMillan & Bloedel, Ltd., Nanaimo River Railway, Dunsmuir District, 4.1.
Mayo Lumber Co., Ltd., Paldi, .75.
Western Forest Industries, Ltd., Gordon, River, Cowichan Lake District, 7.5.
On Queen Charlotte Islands:
Powell River Co., Ltd., Cumshewa, 22.

CHICAGO & NORTH WESTERN'S 400 Hour, which piled up a record of almost 19 years as a morning listening habit throughout the midwest until its discontinuance last August is back on the air. It is one of the oldest and most famous programs in Chicago radio history. The program is now on WJJD every week-day from 7:30 a.m. to 7:55 a.m.

STATEMENT OF OWNERSHIP

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933 and July 2, 1946 (Title 39, United States Code, Section 233), showing the Ownership, Management, and Circulation of Railroad Magazine, published bimonthly at Dayton, Ohio, for October 1, 1955. 1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Henry Steeger, 205 East 42nd St., New York 17, New York. Editor, Freeman H. Hubbard, 205 East 42nd St., New York 17, New York. Managing editor, H. James Cook, 205 East 42nd St., New York 17, New York. Business manager, none. 2. The owner is: Popular Publications, Inc., 205 East 42nd St., New York 17, New York. Henry Steeger, 205 East 42nd St., New York 17, New York. Shirley M. Steeger, 205 East 42nd St., New York 17, New York. 3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: none. 4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner. Signed Henry Steeger, Publisher. Sworn to and subscribed before me this 16th day of September, 1955. Eva M. Walker, Notary Public, State of New York. Qualified in New York County. No. 31-9506600. Certificate filed with N. Y. Co. Reg. Commission expires March 30, 1956. (Seal)—Form 3526—Rev. 8-50.

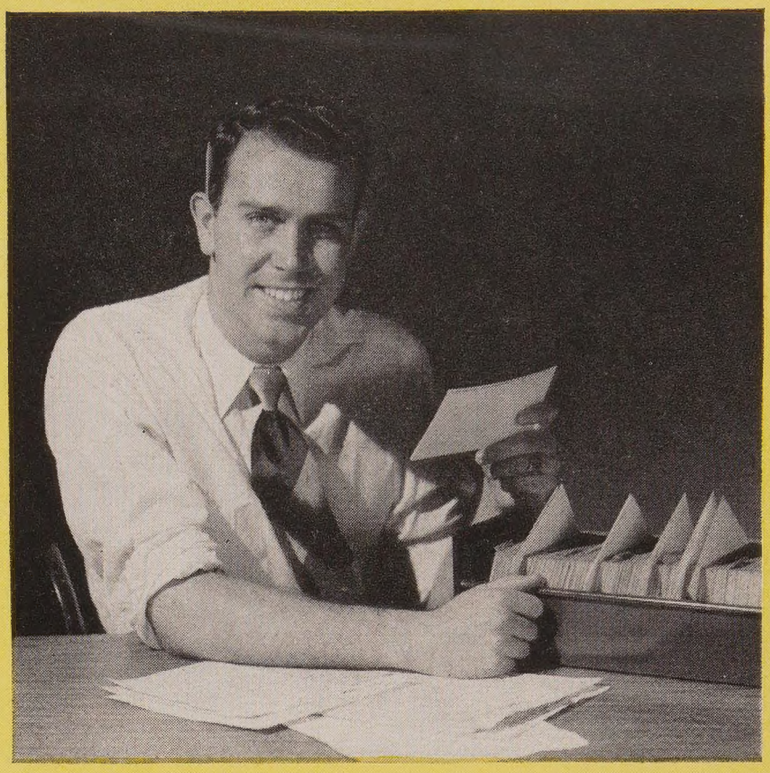


Western Pacific Railroad

Last of the original freight engines which helped to build and operate the Western Pacific, No. 63 was recently scrapped. This Consolidation, Alco-built in 1909, ran over a million miles on WP's 1200-mile system.

Start a profitable manufacturing business in spare time

with your own home as your headquarters



RIGHT at this moment there is a tremendous demand for new business enterprises in a branch of the plastics industry. Fortunately, this is a type of manufacturing business that does not require heavy or expensive machinery, rented space for storage, production or sales. A portable hand machine does the work wherever electric current is available, and the working area can be in almost any part of your home.

The opportunity that is open to you today, is to meet this growing demand in a new industry by establishing yourself as the manufacturing agent in your own trading area. Several hundred of our machines are already in use in both large and small communities. Some are even being operated successfully by women whose family duties make it necessary for them to be at home during the day, but whose family income is not enough to meet rising expenses. Most are being operated by men. Many started in spare time just to pick up an extra five or ten dollars for an evening's work. They found the work so profitable that some have now given up former jobs to devote full time to a business of their own.

One of our manufacturers gets all of his business by mail. Orders and money come to him in envelopes and he sends his products out the same way. Another delivers his entire output to stores in the vicinity. Another does a wholesale business supplying other manufacturers who do the selling. Still another works with advertisers in the manufacture of plastic advertising novelties and specialties.

The operation of the machine is simple and easy for anyone to learn. It does not require any knowledge of chemistry, mechanics, or electricity. And what some say is best of all, a manufacturing business like this enables a person to make good money without any house-to-house canvassing. The machine turns out from $5.00 to $15.00 worth of work per hour and it can be operated for as short or long a time as you wish.

We have prepared a simple step-by-step instruction manual that not only tells how to operate the machine but also tells how to get the business coming in at a profitable clip right from the start. We will lend a copy of this book to any serious minded man or woman with the understanding that a copy will be given them free if and when they purchase a machine—or the copy we lend can be returned if you decide not to go into the business. Reading it will not cost you anything.

If you are interested in a nice little home business that can bring in an extra $60 or more for ten or twelve hours work in spare time, send your name. All information on the book and machine will be sent free, postage prepaid, and no salesman will call to bother you. You read about it in the privacy of your own home without outside pressure and then decide whether you'd like to take the next step. Address your envelope to me in person. Send me the coupon below. Or, if you prefer, send your name on a post card and ask for "Free information on starting a manufacturing business at home." Either way, send your name today and find out about this wonderful, new, fast-growing, money-making business.

RAYMOND E. BRANDELL

1512 Jarvis Ave., Dept. L-821, Chicago 26, Ill.

Raymond E. Brandell, 1512 Jarvis Ave., Dept. L-821, Chicago 26, Ill.

Dear Mr. Brandell: Please send information showing how I can start a profitable manufacturing business in my home in spare time. All the information you send will be mailed to me free of charge and no salesman is to call on me. I am not under any obligation to go ahead with the business and there is no charge for this information now or any other time.

Name.....

Address.....

City.....Zone....State.....

NOW! Give Yourself a $168-a-Month Raise!

We'll start you in a proven money-earning spare-time business at no cost to you!

SEND FOR *FREE* BUSINESS KIT!

Here's a business for you that will be as much fun as it is profitable... and you don't have to invest one cent...ever! We've helped thousands of men succeed in this unique business...and we'd like to do it for **you,** too. Just 2 orders a day from friends, neighbors, relatives, in "off hours" earns you $168 EXTRA a month! James Kelly of Ohio took so many orders for these Nationally-Advertised shoes that he made $93.55 in just ONE evening! Fred Mapes of California regularly makes $5 to $10 every hour he devotes to his Mason Shoe business! There is no limit on what you can earn!

It's **easy** with our way of selling shoes. We set you up in a complete "shoe store" business you can run from your home. **We** carry the stock and ship the shoes. All you do is show the styles to your family, friends, people where you work, etc....and take orders. You have a profitable business with no rent, light bill, clerk hire or other costs to worry you. **You keep 100% of your profit!**

Here's why you'll make money!

● You offer **170** comfortable fast-selling styles...far more than a store! ● You have an amazing range of **sizes (2½ to 14)** and **widths (AAAA to EEEE).** Even hard-to-fit people can buy from you! ● Because we carry over 200,000 pairs in stock, your customers get **exactly** what they want ...no misfits or substitutions! ● You feature exclusive Velvet-eez shoes with foamy-soft **air-cushion innersoles** that let you "walk on air." Built for supreme comfort, Mason shoes also feature built-in strong steel shanks, Air-Cushion longitudinal support, Nylon stitching. Advertised in Esquire, Good Housekeeping and on TV, they'll be available **only** from **you**—not sold in stores! ● You save your customers money, and the time they would waste "shopping around" shoe stores.

Take Orders For Over 170 Dress-Sport-Work Shoe Styles!

30 kinds of work shoes! A style for every trade! Special Neoprene, Cork, Cushion soles, heels...ventilated work shoes...even Safety Toe Shoes!

Smart dress, sport styles! The last word in styling! Many fine, unusual leathers. Cool Nylon Mesh styles, moccasins, 2-tones and Cush-N-Crepe soled shoes!

70 Styles for Women! Satisfy almost every taste! Many comfort features. Low-heeled, high-heeled, casuals, service shoes, latest styles!

No wonder you'll have the biggest and best "shoe store" business in town!

MASON SHOE MFG. CO.
Desk MA868, Chippewa Falls, Wisconsin
Since 1904

You'll get a Starting Kit *FREE!*

As soon as we receive the coupon below we'll send you a complete Business Outfit **FREE and postpaid!** It features the entire Mason Collection in full color; contains 10-second Air Cushion demonstrator, valuable Booklet chock full of how-to-make-money hints, special Measuring Board, advertising reprints...everything else you need to start making cash profits from the first hour! We'll also show you how to earn monthly **Bonus Checks** and win costly prizes **Free!**

Mason Shoes will be available ONLY from You!

Because Mason Shoes are not sold in stores, you get **repeat** orders from delighted customers almost automatically! Steady cash profits every month! Since everyone you know wears shoes...**EVERYBODY IS A PROSPECT!** No wonder this is the perfect "off-hours" business: a quality product everybody needs... backed by the famous Good Housekeeping Guarantee Seal...one you can take orders for 12 months of the year. Want to see how much money **you** can make? For a 2¢ postcard you can try it NOW...start your exciting business **right away!**

RUSH THIS STAMP FOR YOUR *FREE* BUSINESS OUTFIT!

Mr. Ned Mason, Vice President
Mason Shoe Mfg. Co., Desk MA-868
Chippewa Falls, Wisconsin

Yes, I'd like to give myself a $168 a month raise! Please set me up as your man in my community by rushing my Complete Starting Shoe Business Outfit FREE and postpaid so I can start making **extra money** from my first hour!

Name_____

Address_____

Town_____ State_____